THE JOURNEY TO WORK TO MAJOR EMPLOYMENT CENTERS -1984

LONG ISLAND REGIONAL PLANNING BOARD


LONG ISLAND REGIONAL
volume
four
PLANNING BOARD
Economic Development Series

THE JOURNEY TO WORK TO MAJOR EMPLOYMENT CENTERS

Nassau-Suffolk
SMSA

October 1984

Long Island Regional Planning Board
H. Lee Dennison Bldg.
Hauppuage, L.I., N.Y. 11788

The preparation of this report has been financed in part through funds from the U.S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended, and the Long Island Regional Planning Board. This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Urban Mass Transportation Administration. The report does not consitute a specification or regulation.

Contract No. D000676 PT 3405 801 NY-09-0095

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Credits

The information in the report was developed with funding from the Urban Mass Transportation Agency Section 8 program. The grant to the LIRPB was obtained through the cooperation of the Transportation Divisions of both the Nassau County and Suffolk County Planning Departments. The New York Metropolitan Transportation Council (NYMTC) supplied all the basic statistics from the 1980 Urban Transportation Planning Package (UTPP), developed by the U.S. Department of Transportation and the Bureau of the Census.

Introduction

The data in this report is designed to supplement 3 previous reports done by the LIRPB that relate to employment and economic development. The first report, *Industrial Location Analyses* was completed in 1980, the second, *Commercial Development Analyses* was released in 1982, and the third report, *Labor Force and Jobs Analyses* was finished in 1983. In addition, this report updates a series of reports on local and interregional work trips that were produced by the Regional Planning Board following the 1970 census.

The ties to N.Y. City relative to jobs and modes of travel, plus the employment patterns and journey to work on Long Island are designed to be used by public officials and transportation agencies to establish capital funding priorities to facilitate access to the work sites in the N.Y. metropolitan area. The data in this report summarizes the highlights of the journey to work. More detailed statistics are available for special studies.

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Executive Summary

- There was 34% increase in the number of Long Island residents who worked on Long Island between 1970 and 1980 compared to a 19% growth of local residents who worked in New York City.
- Sixty-two percent of Nassau workers were employed on Long Island and 79% of Suffolk workers were employed on Long Island. However, only 45% of the aggregate earnings of Nassau residents and 67% of the aggregate earnings of Suffolk residents are obtained from these local jobs.
- Thirty-two percent of Nassau workers and 14% of Suffolk workers commuted to New York City in 1980. Ten years earlier 31% of Nassau workers and 15% of Suffolk workers commuted to the City.
- Commuter flows to New York City were dominated by professionals, technicians, managerial and administrative workers.
- In 1980, 64,175 New York City residents commuted to jobs on Long Island, which represents a slight decline from a decade earlier.
- Nassau-Suffolk exported workers with relatively high paying occupational skills to New York City, while importing workers with lower occupational skills.
- Sixty-three percent of bi-county commuters to Manhattan used rail in 1980. In 1970, 61% used rail to Manhattan.
- Almost 75% of the Nassau/Suffolk residents commuting to Manhattan worked between 34th and 59th streets or below Canal Street. This former area experienced a 24% increase of Long Island commuters in the last decade and the latter area, a gain of 9%.
- Thirty-nine percent of the Long Island residents commuting to Queens in 1980 were attracted to the vicinity of the two airports.
- Even though more than 22,000 Long Island residents listed their car as the principal mode of travel to midtown Manhattan, there were absolute increases in rail commuters, especially within walking distance of Penn Station.
- Future demand for labor force on Long Island could cause a decrease in out commutation and need to import workers from New York City.

- There are thirty-two areas in Nassau/Suffolk with over 10,000 jobs. Three quarters of the growth of jobs in the last decade occurred in these areas.
- Melville had the largest job growth in number and percent. The Garden City area has the largest concentration of jobs, over 36,000.
- Ninety-percent of the work trips to Long Island employment centers is by automobile. Less than 1% of the workers in Nassau/Suffolk used the railroad to reach their place of work and less than 3% used a bus.
- Carpooling using cars, trucks and vans accounts for almost 18% of the mode of travel to work by Long Island residents.
- Long Island region tends to have higher travel time to work than all parts of the state outside of New York City.
- The predominant travel pattern to work almost everywhere on Long Island is from east to west. Most workers tend to live east of their place of employment.
- The major employment areas in 1980 should account for at least 3/4 of all jobs in 1990 which may increase mass transit use in the more concentrated employment pattern.
- Shorter work trips in the future because of local employment may contract the peak hour period but increase volume per hour on major roadways.
- Railroad improvements such as a third main line track are necessary to improve rail service and create a real possibility of reverse commutation to large local employment centers.
- Highway improvements should be tied more closely to the employment centers that are expected to have the greatest growth in the next decade since the automobile will still be the most significant mode of travel for the journey to work.

Chapter I....

An Economic Profile of Commuter Linkages Between Nassau-Suffolk and New York City

This chapter analyzes the economic dimensions of commuter relationships between Nassau-Suffolk and New York City and between Nassau and Suffolk Counties. Its purpose is to develop a more precise understanding of the economic linkages between suburban Nassau-Suffolk and the New York City labor market. The analysis utilizes journey-to-work information from the 1970 and 1980 decennial censuses.

An Economic Profile of Commuters From Nassau-Suffolk to New York City

Between 1970 and 1980, Nassau and Suffolk Counties gained approximately 213,000 jobs. As a result, proportionately more of the earnings of Nassau-Suffolk residents were generated on Long Island in 1980 then in 1970. The earnings in this chapter are the sum of wage or salary income or self-employment income for individuals. The figures are generally lower than family or household income.

In 1980, 813,793 bi-county residents worked in Nassau-Suffolk and an additional 275,575 commuted to New York City jobs[1]. In 1970, 606,772 bi-county residents worked on Long Island and 231,182 commuted to New York City. Therefore, there was a 34% increase in the number of Long Island residents who also worked on Long Island and only a 19% increase in the number of Long Island residents who commuted to jobs in New York City. These New York City commuters nevertheless accounted for a disproportionate share of the earnings of bi-county workers. Conversely, although more Long Islanders were employed locally, they accounted for a relatively small share of the aggregate earnings of bi-county residents.

In 1979, 62.2% of Nassau workers were employed in Nassau-Suffolk but accounted for only 44.9% of the aggregate earnings of Nassau residents. In 1969, 56.7% of Nassau workers had been employed within the bi-county area but generated only 41.3% of the aggregate earnings of county residents. A similar pattern emerged in Suffolk. In 1979, 79.4% of Suffolk workers were employed in Nassau-Suffolk but accounted for only 67.0% of the aggregate earnings of Suffolk residents. In 1969, 75.7% of Suffolk workers had been employed in Nassau-Suffolk but accounted for only 66.9% of aggregate Suffolk earnings. Although

[1] U.S. Census, 1980 – Journey to Work Tape

the proportion of Suffolk earnings originating on Long Island was almost unchanged between 1969 and 1979, the proportion earned in Suffolk rose from 47.9% to 49.8% while the proportion earned in Nassau declined from 19.0% to 17.2%. This reflects the growth of Suffolk's job base during the 1970s. Proportionately more Suffolk than Nassau residents—75.7% versus 62.2%—worked on Long Island in 1980. This reflects the added distance and cost of commuting from Suffolk to New York City.

New York City jobs still account for a disproportionate share of the earnings of Nassau-Suffolk workers. In 1979, 32.2% of Nassau workers commuted to jobs located in New York City. They accounted for 41.8% of the aggregate earnings of Nassau residents. Some 13.9% of Suffolk workers commuted to New York City jobs and generated 19.6% of the aggregate earnings of Suffolk residents. Although the proportion of Nassau workers employed in New York City increased slightly from 31.1% to

TABLE 1.1

Earnings by Place of Origin For Nassau-Suffolk Residents, 1969, 1979

1. Nassau Residents

1969						1979					
Persons at Work*		**558,931**	**Aggregate Earnings**		**$5,729,509,300**	**Persons at Work***		**623,244**	**Aggregate Earnings**		**$12,073,326,627**
Employed in:			Generated in:			Employed in:			Generated in:		
Nassau	(#)	295,339	Nassau	($)	2,160,888,500	Nassau	(#)	353,626	Nassau	($)	4,813,032,000
	(%)	52.8		(%)	37.7		(%)	56.7		(%)	39.9
Suffolk	(#)	22,076	Suffolk	($)	208,621,500	Suffolk	(#)	34,116	Suffolk	($)	605,137,000
	(%)	3.9		(%)	3.6		(%)	5.5		(%)	5.0
N.Y.C.	(#)	173,682	N.Y.C.	($)	2,442,685,000	N.Y.C.	(#)	200,819	N.Y.C.	($)	5,045,193,000
	(%)	31.1		(%)	42.6		(%)	32.2		(%)	41.8

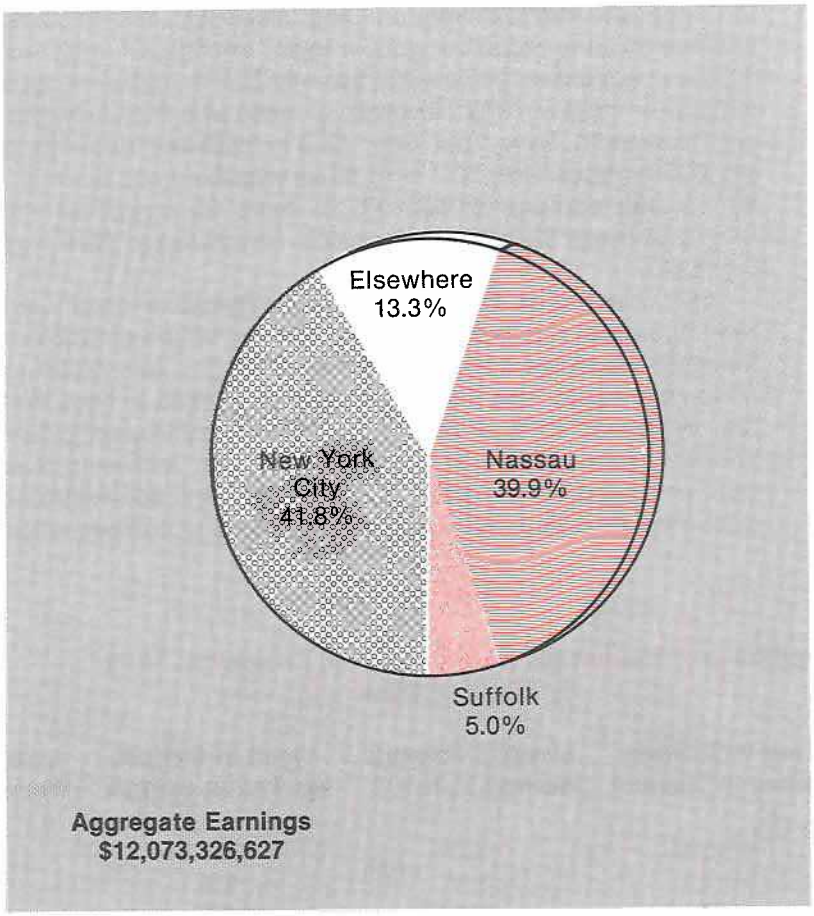
2. Suffolk Residents

1969						1979					
Persons at Work*		**382,492**	**Aggregate Earnings**		**$3,286,198,000**	**Persons at Work***		**536,702**	**Aggregate Earnings**		**$9,133,615,966**
Employed in:			Generated in:			Employed in:			Generated in:		
Suffolk	(#)	229,368	Suffolk	($)	1,575,605,500	Suffolk	(#)	342,401	Suffolk	($)	4,547,232,000
	(%)	60.0		(%)	47.9		(%)	63.8		(%)	49.8
Nassau	(#)	59,989	Nassau	($)	625,470,500	Nassau	(#)	83,650	Nassau	($)	1,575,200,000
	(%)	15.7		(%)	19.0		(%)	15.6		(%)	17.2
N.Y.C.	(#)	57,500	N.Y.C.	($)	724,983,500	N.Y.C.	(#)	74,756	N.Y.C.	($)	1,791,411,000
	(%)	15.0		(%)	22.1		(%)	13.9		(%)	19.6

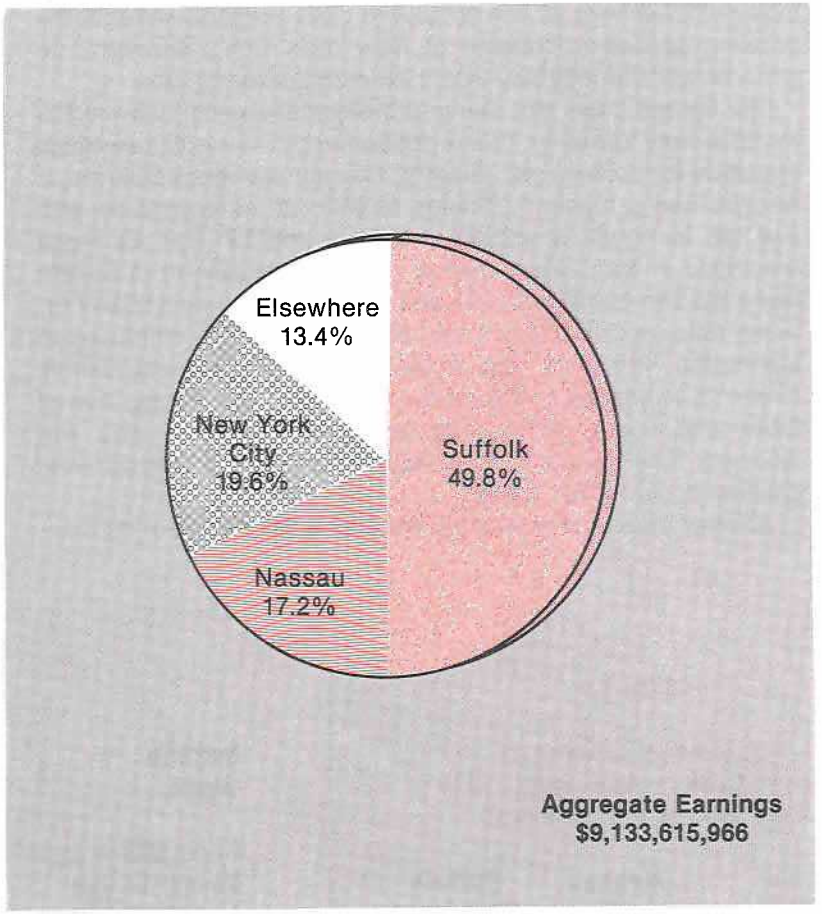
*Note: Refers to Persons at work who have some earnings or who reported a net earnings loss. Excludes unpaid family workers.

Source: LIRPB based on census income distribution. The methodology underlying the earnings calculations is shown in Appendix Tables 1.1 and 1.2.

Fig. 1.1
EARNINGS BY PLACE OF ORIGIN, 1979
NASSAU-SUFFOLK RESIDENTS



Nassau Residents



Suffolk Residents

Source: LIRPB based on data from the U.S. Bureau of the Census

32.2% between 1970 and 1980, their share of aggregate earnings declined from 42.6% to 41.8%. This probably reflects the growing service orientation of New York City's economy. In general, service jobs pay less than manufacturing jobs.

The figures imply that many of the higher-paying jobs are still found in New York City. This is confirmed by the median earnings statistics for commuters. In 1979, Nassau workers employed in Nassau had a median earnings of $10,162 as compared with $14,386 for those employed in Suffolk and $21,524 for those employed in Manhattan. Suffolk residents employed in Suffolk had a median earnings of $10,384 as compared with $16,517 for those employed in Nassau and $21,717 for those employed in Manhattan. Therefore, the median earnings of Nassau-Suffolk residents employed in Manhattan was more than double that of those who worked within their respective home counties. The relatively long commute to a New York City job is apparently justified by its higher salary.

Another means of evaluating the economic impact of commutation to New York City is to compare the earnings distribution for those who live and work on Long Island with that for those who live on Long Island but work in New York City. Of those who lived and worked in Nassau County, only 20.7% had earnings of $20,000 or more in 1979. However, of those who lived in Nassau and worked in New York City, 54.2% reported earnings of $20,000 or more. Only 20.7% of those who lived and worked in Suffolk had earnings of $20,000 or more as compared with 57.8% of those Suffolk residents who commuted to New York City jobs.

The occupational mix of New York City-bound commuters helps to explain their relatively high incomes. Whereas 32.2% of Nassau's workforce commuted to New York City jobs, 50.3% of all Nassau executives and administrators worked in New York City. Whereas 13.9% of Suffolk's workforce commuted to New York City jobs, 23.8% of Suffolk's managers and executives were employed in New York City. Executive and administrative skills are associated with a relatively high level of compensation.

TABLE 1.2

The Median Income of Nassau-Suffolk Residents, 1979 By Place of Employment

Place of Employment	Nassau Residents	Suffolk Residents
Nassau	$10,162	$16,517
Suffolk	14,386	10,384
New York City:		
New York	21,524	21,717
Kings	21,000	20,882
Queens	20,136	21,387
Bronx	20,707	20,354
Richmond	18,949	22,724

Source: U.S. Bureau of the Census

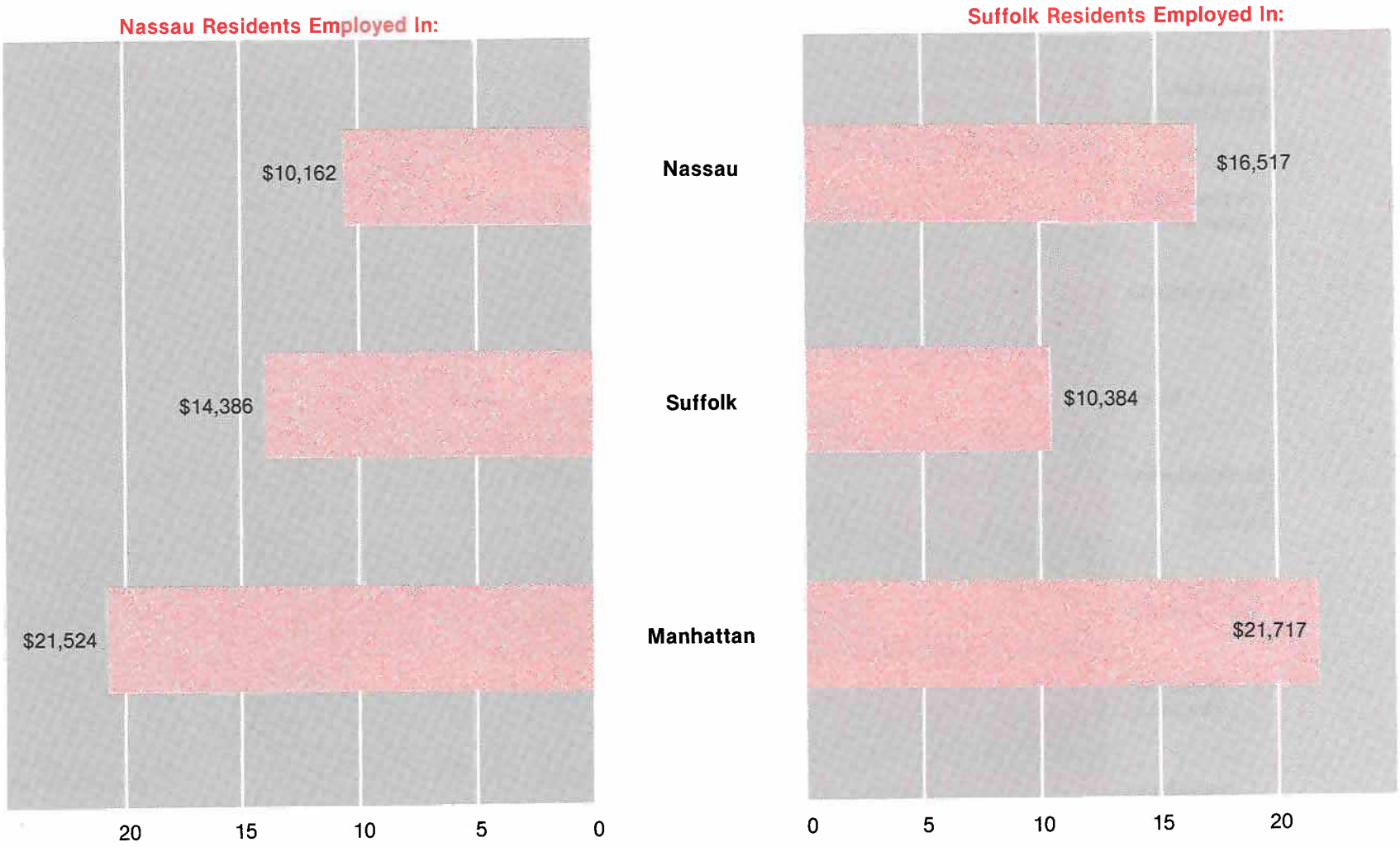
TABLE 1.3

Income Distribution for Nassau-Suffolk Residents, 1979 By Place of Work

Income Class	Lived in Nassau Worked in Nassau	Lived in Nassau Worked in N.Y.C.	Lived in Suffolk Worked in Suffolk	Lived in Suffolk Worked in N.Y.C.
$1-$2,999 or Loss	16.6%	3.7%	16.0%	3.5%
$3,000-$4,999	10.3	3.1	9.5	2.3
$5,000-$7,999	13.7	5.0	13.8	3.7
$8,000-$9,999	8.5	3.8	8.7	3.4
$10,000-$14,999	18.1	13.9	18.5	11.5
$15,000-$19,999	12.1	16.3	12.8	17.8
$20,000-$24,999	8.4	18.3	9.1	22.3
$25,000-$34,999	7.5	19.0	8.0	23.1
$35,000-$49,999	2.5	8.5	2.3	7.9
$50,000 or more	2.3	8.4	1.3	4.5
Total (%)	100.0	100.0	100.0	100.0
Total (#)	353,626	200,819	342,401	74,756

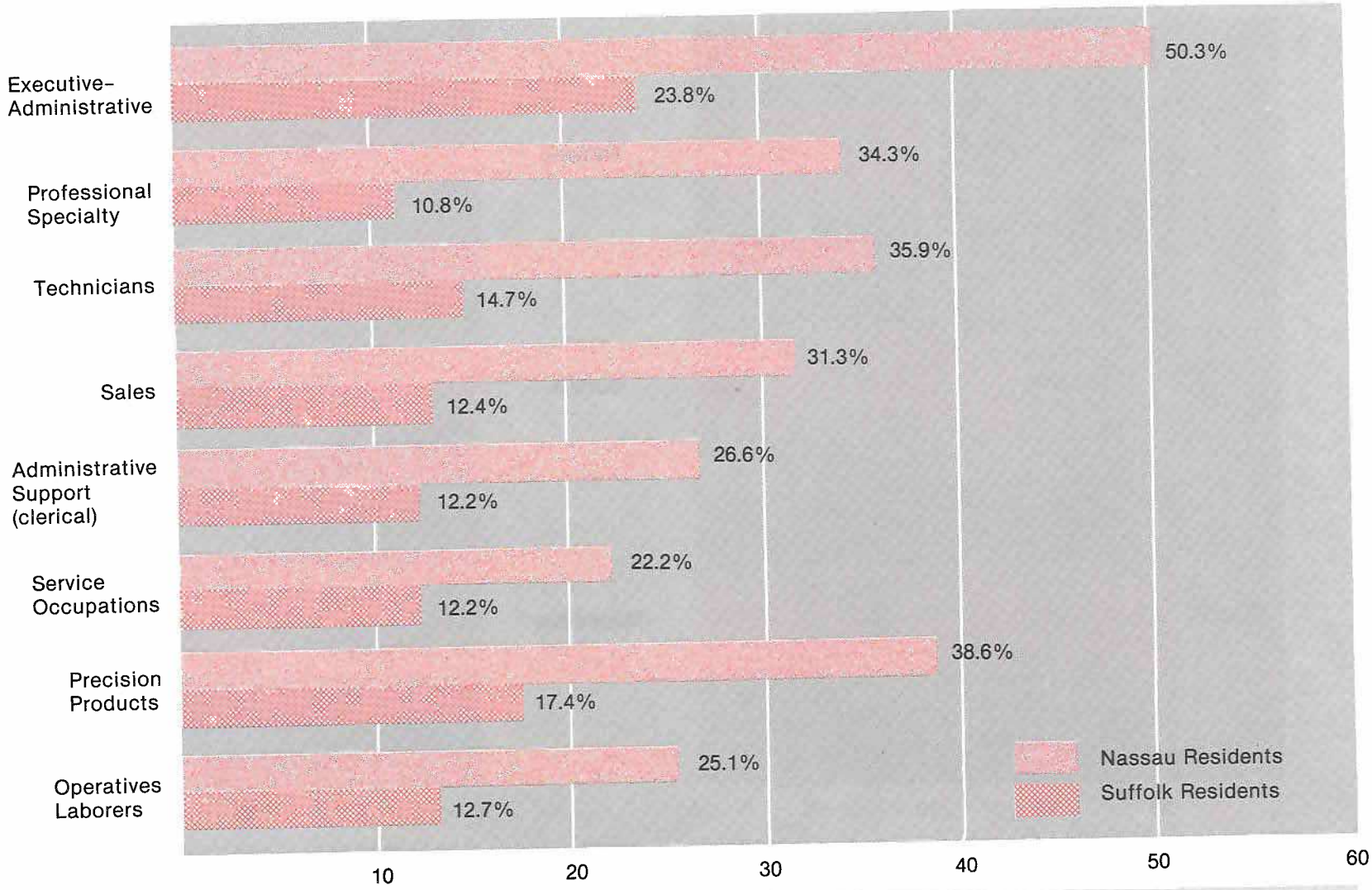
Source: LIRPB computations based on Census data.

Fig. 1.2
MEDIAN INCOME OF NASSAU-SUFFOLK RESIDENTS, 1979
BY PLACE OF EMPLOYMENT



Source: LIRPB based on data from the U.S. Bureau of the Census

Fig. 1.3
PROPORTION OF NASSAU-SUFFOLK RESIDENTS EMPLOYED IN NEW YORK CITY, BY OCCUPATION, 1980



Source: LIRPB based on data from the U.S. Bureau of the Census

TABLE 1.4

Place or Work of Nassau-Suffolk Residents, by Occupation, 1980

Occupation	Nassau Residents				Suffolk Residents			
	Total	Percent Employed in Nassau	Suffolk	N.Y.C.	Total	Percent Employed in Suffolk	Nassau	N.Y.C.
Executive, Administrative	92,819	39.9	5.7	50.3	61,438	52.9	20.5	23.8
Professional Specialty	95,692	55.7	6.7	34.3	77,187	69.2	17.5	10.8
Technicians	14,665	54.5	7.2	35.9	16,780	62.0	19.1	14.7
Sales	81,229	60.9	4.2	31.3	57,846	70.3	15.0	12.4
Administrative Support	136,269	65.4	5.4	26.6	99,270	68.7	14.5	12.2
Service Occupations	70,049	71.3	3.0	22.2	71,419	72.1	10.4	12.2
Farming, Forestry, Fishing	4,841	84.7	5.2	7.9	7,350	78.8	8.6	3.3
Precision Products	65,859	51.0	6.3	38.6	72,511	58.8	18.8	17.4
Operatives, Laborers	63,857	63.8	7.5	25.1	74,750	66.9	14.7	12.7
Total	625,280	56.7	5.5	32.2	538,551	63.8	15.6	13.9

Note: These figures exceed *persons at work* in Table 1 because workers without earnings were deleted from Table 1.

A number of other occupational groups were also characterized by a relatively high level of commutation to New York City. For example, 38.6% of Nassau's skilled craft workers—called *precision products* workers—were employed in New York City in 1980. By contrast, two-thirds of those Nassau-Suffolk workers who were employed as operatives and laborers, which are generally unskilled occupations, worked within their respective home counties. Approximately 70% of those in the service occupations also worked within their respective home counties.

Changes in census occupational categories between 1970 and 1980 make it difficult to compare commuter flows by occupation. Nevertheless, it is apparent that in both years, commuter flows to New York City were dominated by professionals, technicians, managerial and administrative workers. Workers in these occupational categories accounted for 42.8% of Nassau commuters to New York City in 1970 and for 41.6% of the total in 1980. They accounted for 32.9% of Suffolk commuters to New York City in 1970 and for 33.6% of the total in 1980. Lower-paid occupational groups such as service workers, operatives and laborers accounted for a relatively small proportion of bi-county commutation to New York City in both years.

TABLE 1.5

Comparison of 1970 and 1980 Commuter Flows to New York City, by Occupation

1970 Occupations	Percent Distribution For Nassau Commuters to N.Y.C.	Percent Distribution For Suffolk Commuters to N.Y.C.
Professional & Technical	21.1%	17.2%
Managers & Admin., except farm	21.7	15.7
Sales	11.7	7.7
Clerical	15.9	14.6
Craftsmen	14.3	20.4
Operatives, except transport	3.8	4.7
Transport Equip. Operatives	2.9	5.0
Laborers, except Farm	1.7	3.0
Farm workers	—	0.1
Service workers	6.9	11.6
Total (%)	100.0	100.0
Total (#)	173,682	57,500

1980 Occupations	Percent Distribution For Nassau Commuters to N.Y.C.	Percent Distribution For Suffolk Commuters to N.Y.C.
Executives, Adm.	22.9%	19.3%
Professional Specialty	16.1	11.0
Technicians	2.6	3.3
Sales	12.4	9.5
Administrative Support	17.8	15.9
Service Occupations	7.6	11.5
Farming, Forestry, Fishing	0.2	0.3
Precision Products	12.5	16.7
Operative, Laborers	7.9	12.5
Total (%)	100.0	100.0
Total (#)	203,834	75,758

Workers in certain industries were also more likely to work in New York City than locally. In 1980, commutation from Nassau-Suffolk to New York City was concentrated in the following industries: transportation, communications and public utilities, finance, insurance and real estate, and public administration (government). For example, 57.0% of Nassau workers employed in transportation, communications and public utilities worked in New York City as did 42.0% of those employed in finance, insurance and real estate and 42.5% of those employed in public administration. In Suffolk, 38.1% of those employed in transportation, communications and public utilities worked in New York City as did 24.3% of those in finance, insurance and real estate and 24.1% of those in public administration.

Workers in other industries, notably agriculture, forestry, fisheries, mining, retail trade and services tended to work within their home counties. In 1980, 80.6% of Nassau workers employed in agriculture, forestry, fisheries or mining worked in Nassau as did 74.6% of all retail trade workers and 76.2% of those employed in personal, entertainment and recreational services. In Suffolk, 81.3% of those employed in agriculture and related industries, 75.4% of those in retail trade and 79.0% of those in professional services also worked within Suffolk.

These findings reflect the unique industry distribution of jobs within the New York Region. Well-paying communications and finance jobs are located in New York City while *population-serving* industries like retailing and services are located in the suburbs closer to their customers.

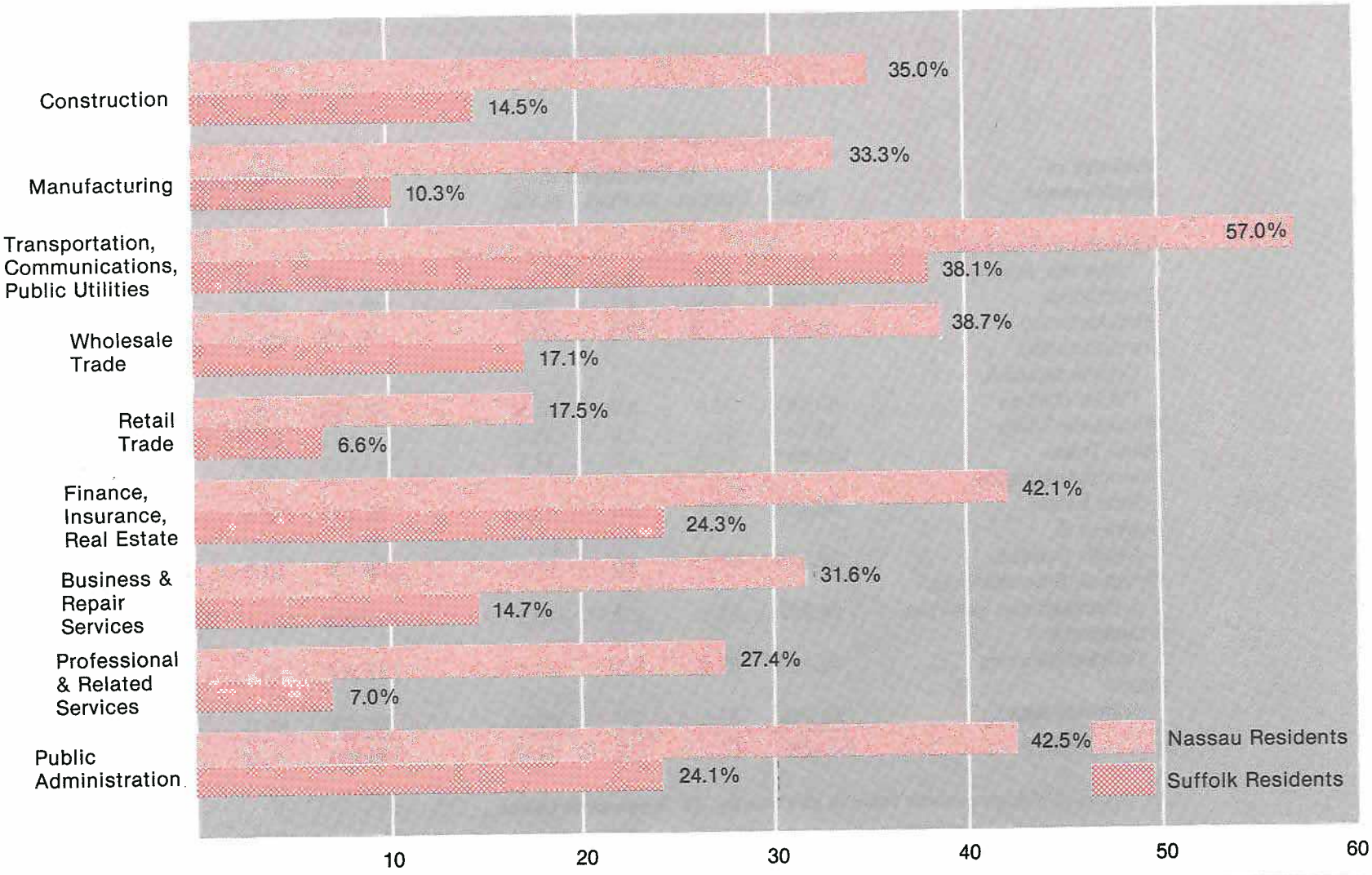
TABLE 1.6

Place of Work of Nassau-Suffolk Residents, 1980 by Industry of Employment

Industry of Employment	Nassau Residents				Suffolk Residents			
	Total	% Employed in Nassau	Suffolk	N.Y.C.	Total	% Employed in Suffolk	Nassau	N.Y.C.
Agriculture, Forestry, Fisheries, Mining	3,998	80.6	6.5	11.6	7,142	81.3	7.9	4.5
Construction	25,889	52.9	7.5	35.0	28,071	62.7	15.9	14.5
Manufacturing	99,978	51.8	9.9	33.3	103,464	60.3	24.7	10.3
Transportation, Communication, Public Utilities	62,491	36.8	3.0	57.0	50,786	44.0	14.0	38.1
Wholesale Trade	38,134	47.3	7.0	38.7	25,891	55.7	21.4	17.1
Retail Trade	102,637	74.6	4.2	17.5	84,813	75.4	14.0	6.6
Finance, Insurance, Real Estate	58,463	50.1	6.0	42.1	35,940	55.5	17.4	24.3
Business & Repair Services	36,575	60.0	4.6	31.6	29,450	62.6	17.6	14.7
Personal, Entertainment & Recreational Services	24,927	76.2	2.2	18.2	16,908	69.1	15.7	9.9
Professional & Related Services	140,142	65.8	5.1	27.4	123,361	79.0	10.5	7.0
Public Administration	32,046	51.6	2.8	42.5	32,725	64.9	8.8	24.1
Total	625,280	56.7	5.5	32.2	538,551	63.8	15.6	13.9

Source: LIRPB computations based on data from the U.S. Bureau of the Census

Fig. 1.4
PROPORTION OF NASSAU-SUFFOLK RESIDENTS EMPLOYED IN NEW YORK CITY, BY INDUSTRY, 1980



Source: LIRPB based on data from the U.S. Bureau of the Census

A comparison of 1970 and 1980 commuter flows by industry indicates that there was a decline in commutation to New York City for those employed in manufacturing. Manufacturing's share of total commutation to New York City declined from 22.3% to 16.3% for Nassau residents and from 18.7% to 14.0% for Suffolk residents. This reflects the fact that New York City lost a substantial proportion of its manufacturing base between 1970 and 1980. By contrast, there were proportionate increases in commuter flows to Manhattan for those employed in finance, insurance, real estate, professional services, and transportation, communications and public utilities. For example, the proportion of Nassau commuters to New York City in professional and related services increased from 13.8% to 18.9%. This reflects the growth of financial and other professional services within the New York City economy.

TABLE 1.7

Comparison of 1970 and 1980 Commuter Flows to New York City, By Industry of Employment

Industry	1970 Percent Distribution For Nassau Commuters to N.Y.C.	1970 Percent Distribution For Suffolk Commuters to N.Y.C.	1980 Percent Distribution For Nassau Commuters to N.Y.C.	1980 Percent Distribution For Suffolk Commuters to N.Y.C.
Construction	5.0	7.0	4.4	5.4
Manufacturing,	22.3	18.7	16.3	14.0
Transportation Communications, P.U.	15.4	23.4	17.5	25.6
Wholesale & Retail Trade	17.5	12.1	16.0	13.3
Finance, Insurance, Real Estate	11.0	10.8	12.1	11.5
Business & Repair Services	5.0	5.0	5.7	5.7
Personal Services	1.4	0.9	2.2	2.3
Professional & Related Services	13.8	9.5	18.9	11.5
Public Administration	7.3	11.4	6.6	10.4
All Other Industries*	1.3	1.2	0.3	0.3
Total (%)	100.0	100.0	100.0	100.0
Total (#)	173,682	57,500	203,834	75,758

* Includes agriculture, forestries, fisheries, mining

Source: LIRPB computations based on data from the U.S. Bureau of the Census

An Economic Profile of Commuters From New York City to Nassau-Suffolk

This section analyzes the extent non-residents commute to jobs located in Nassau and Suffolk Counties. In 1980, 56,326 New York City residents commuted to jobs in Nassau County and an additional 7,849 commuted to Suffolk jobs. In 1970, approximately 62,000 New York City residents worked in Nassau and an additional 11,500 were employed in Suffolk. The slight decline in reverse-commutation to Nassau and Suffolk Counties reflects the rapid growth of finance and service jobs in New York City. Such jobs are an alternative to reverse commutation. In addition, many emerging Suffolk employment centers are not within easy commuting distance of most New York City locations.

Those who reverse-commuted from New York City to Nassau-Suffolk generally had lower earnings than those who traveled from Nassau-Suffolk to jobs in New York City. In 1979, 54.2% of those Nassau residents who were employed in New York City earned $20,000 or more. By contrast, only 20.6% of the New York City residents employed in Nassau had earnings of this magnitude. In 1979, 57.8% of Suffolk residents employed in New York City earned $20,000 or more. Only 27.8% of New York City residents employed in Suffolk reported such earnings.

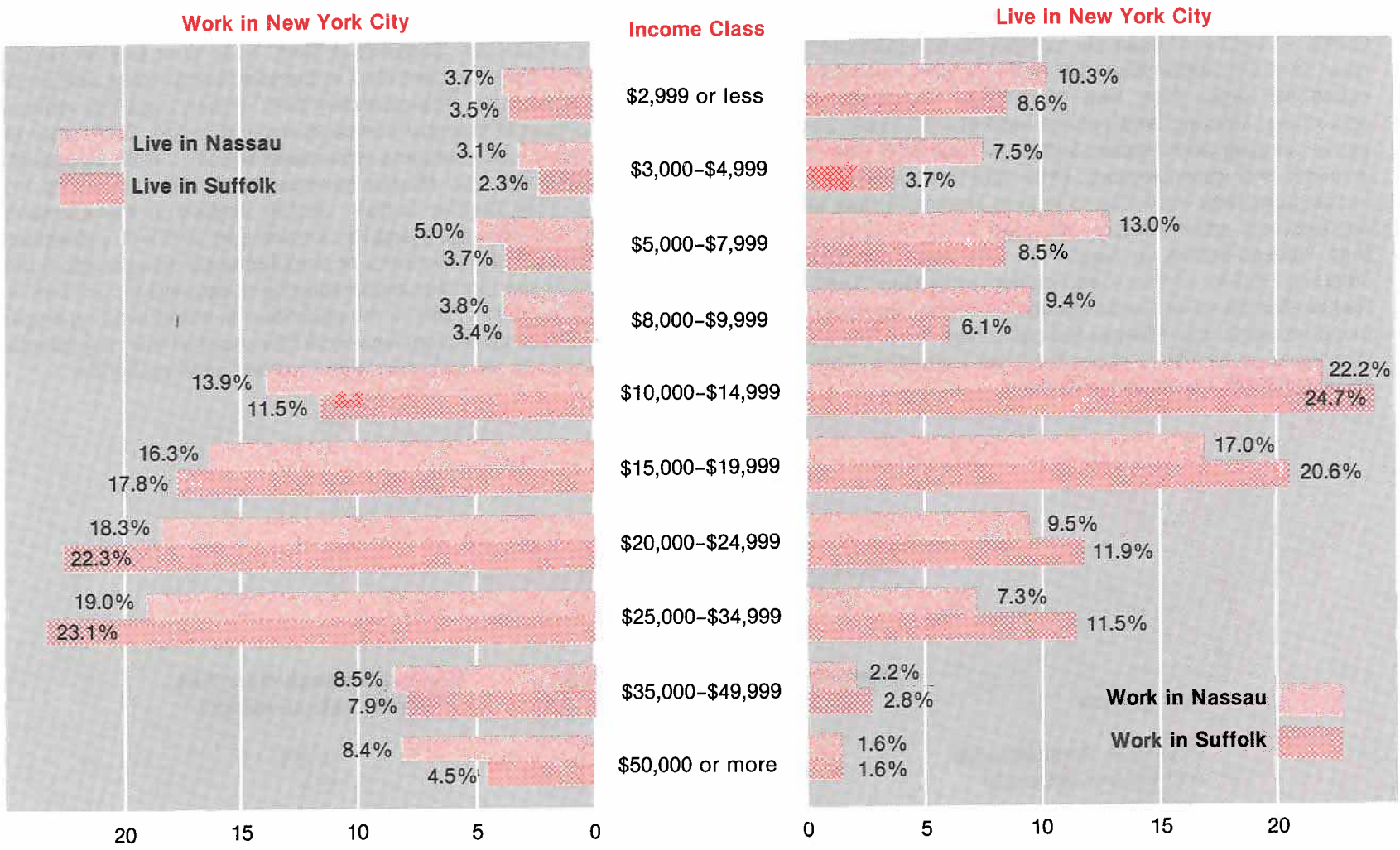
TABLE 1.8

The Income Distribution of Cross-Commuters Between New York City and Nassau-Suffolk, 1979 (percents)

Income Class	Lived in Nassau Worked in N.Y.C.	Lived in N.Y.C. Worked in Nassau	Lived in Suffolk Worked in N.Y.C.	Lived in N.Y.C. Worked in Suffolk
$1-$2,999 or Loss	3.7%	10.3%	3.5%	8.6%
$3,000-$4,999	3.1	7.5	2.3	3.7
$5,000-$7,999	5.0	13.0	3.7	8.5
$8,000-$9,999	3.8	9.4	3.4	6.1
$10,000-$14,999	13.9	22.2	11.5	24.7
$15,000-$19,999	16.3	17.0	17.8	20.6
$20,000-$24,999	18.3	9.5	22.3	11.9
$25,000-$34,999	19.0	7.3	23.1	11.5
$35,000-$49,999	8.5	2.2	7.9	2.8
$50,000 or more	8.4	1.6	4.5	1.6

Source: LIRPB based on data from the U.S. Bureau of the Census

Fig. 1.5
THE INCOME DISTRIBUTION OF CROSS-COMMUTERS BETWEEN NEW YORK CITY AND NASSAU-SUFFOLK, 1979



Source: LIRPB based on data from the U.S. Bureau of the Census

The occupational mix of cross-commuters between Nassau-Suffolk and New York City indicates that Nassau-Suffolk *exported* workers with relatively high-paying occupational skills to New York City while *importing* workers with lower-paying occupational skills from New York City. The latter included operatives, laborers and service workers. In 1980, 21.9% of those traveling from Nassau-Suffolk to New York City were executives and administrators. Only 12.2% of those who commuted from New York City to jobs in Nassau-Suffolk were executives and administrators. Whereas 9.1% of those traveling from Nassau-Suffolk to New York City were operatives and laborers, 15.8% of those commuting from New York City to Nassau-Suffolk were operatives and laborers. Whereas 8.7% of those traveling from Nassau-Suffolk to New York City were service workers, 12.1% of those traveling from New York City to Nassau-Suffolk were service workers.

There were also significant differences in the industry of employment of cross-commuters between Nassau-Suffolk and New York City. Commuters from New York City to Nassau-Suffolk were concentrated in manufacturing, trade and professional services. Approximately 19% of New York City residents employed in Nassau worked in manufacturing, 26% were employed in wholesale and retail trade and 20% were employed in professional and related services. Of those commuting from New York City to Suffolk, 38.7% worked in manufacturing, 21.2% in wholesale and retail trade and 15.5% in professional services. The heavy influx of manufacturing workers into Suffolk reflects the fact that manufacturing accounted for 35% of Suffolk's payroll in 1980. In the past decade, manufacturing employment has moved from New York City and the inner ring suburban counties to outlying suburban counties such as Suffolk.

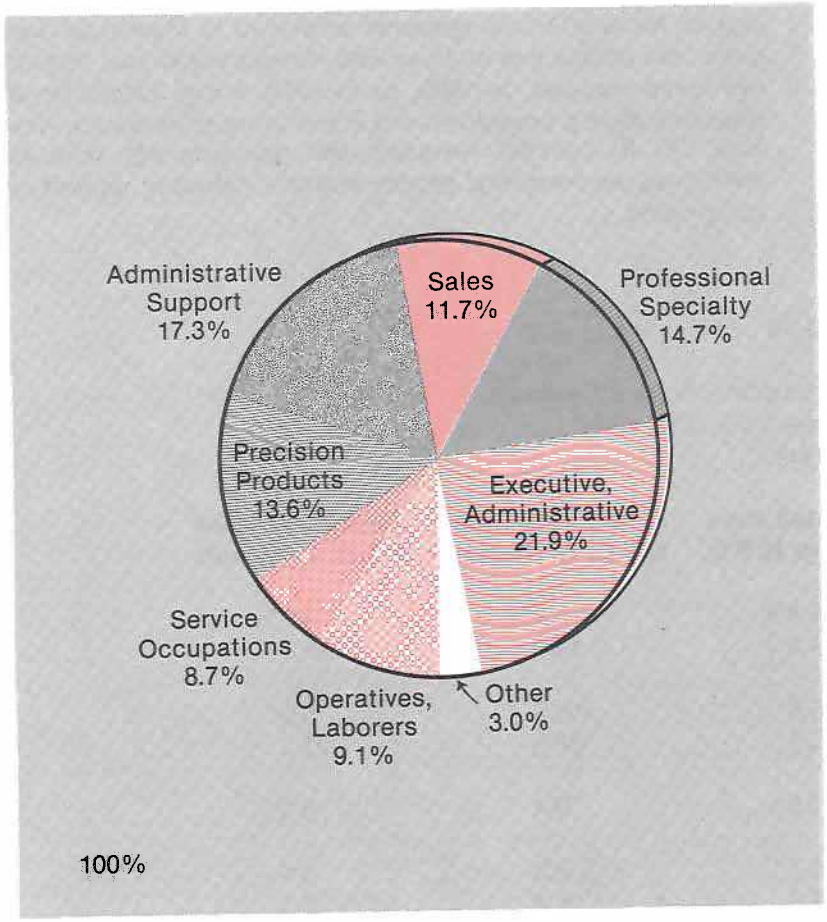
TABLE 1.9

Occupational Mix of Cross-Commuters Between Nassau-Suffolk and New York City, 1980 (Percents)

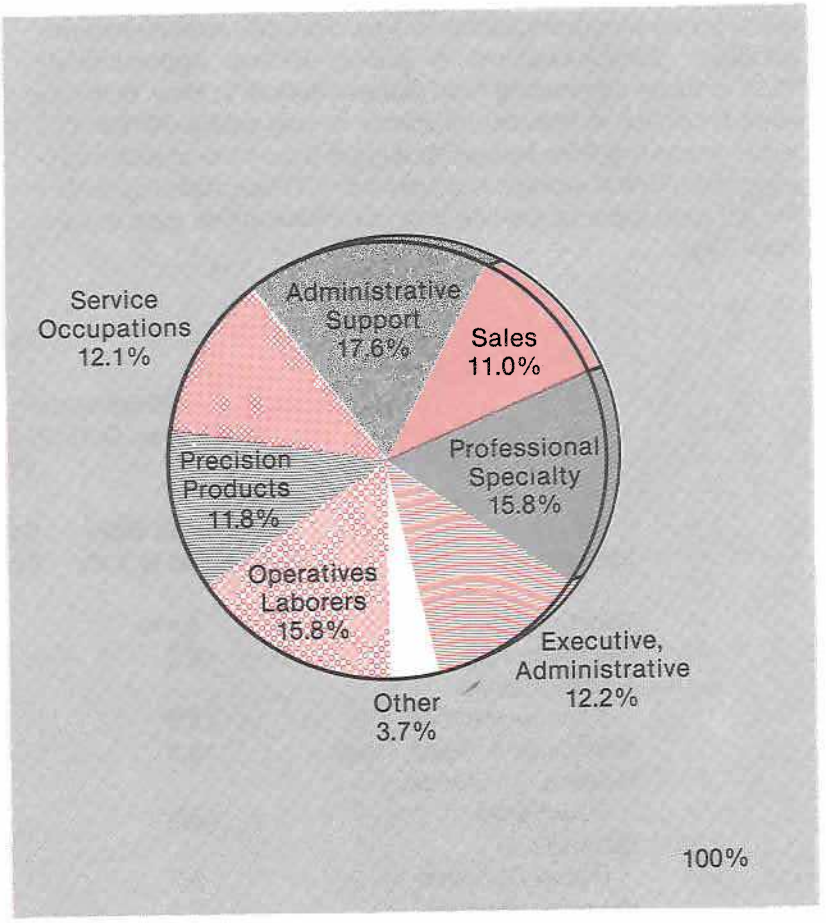
Occupation	Commuters from Nassau-Suffolk to New York City	Commuters from New York City to Nassau-Suffolk
Executive, Administrative	21.9%	12.2%
Professional Specialty	14.7	15.8
Technicians	2.8	2.9
Sales	11.7	11.0
Administrative Support	17.3	17.6
Service Occupations	8.7	12.1
Farming, Forestry, Fishing	0.2	0.8
Precision Products	13.6	11.8
Operatives, Laborers	9.1	15.8

Source: LIRPB based on data from the U.S. Bureau of the Census

Fig. 1.6
THE OCCUPATIONAL MIX OF CROSS-COMMUTERS BETWEEN NASSAU-SUFFOLK AND NEW YORK CITY, 1980



Commuters From Nassau-Suffolk to New York City



Commuters From New York City to Nassau-Suffolk

Source: LIRPB based on data from the U.S. Bureau of the Census

By contrast, those who lived in Nassau-Suffolk but worked in New York City were more highly concentrated in transportation, communications and public utilities, finance, insurance and real estate and public administration (government). Approximately 17.5% of Nassau commuters to New York City and 25.6% of those commuting from Suffolk to New York City worked in transportation, communications or public utilities. Approximately 12% of those commuting from Nassau-Suffolk to New York City were employed in finance, insurance or real estate. Almost 7% of those coming from Nassau and more than 10% of those traveling from Suffolk worked in government. These statistics reflect the concentration of finance and communications jobs in New York City.

Summary and Implications for Public Policy

Despite Long Island's growing economic self-sufficiency, New York City jobs still accounted for a disporportionate share of the earnings of Long Island residents as of 1979. The median earnings of Nassau-Suffolk residents employed in Manhattan was more than double that of those who worked within their respective home counties. In 1980, as in 1970, a high proportion of Nassau-Suffolk's executives and administrators worked in New York City. By contrast, Nassau-Suffolk residents with skills as operatives, laborers and service workers generally worked on Long Island.

TABLE 1.10

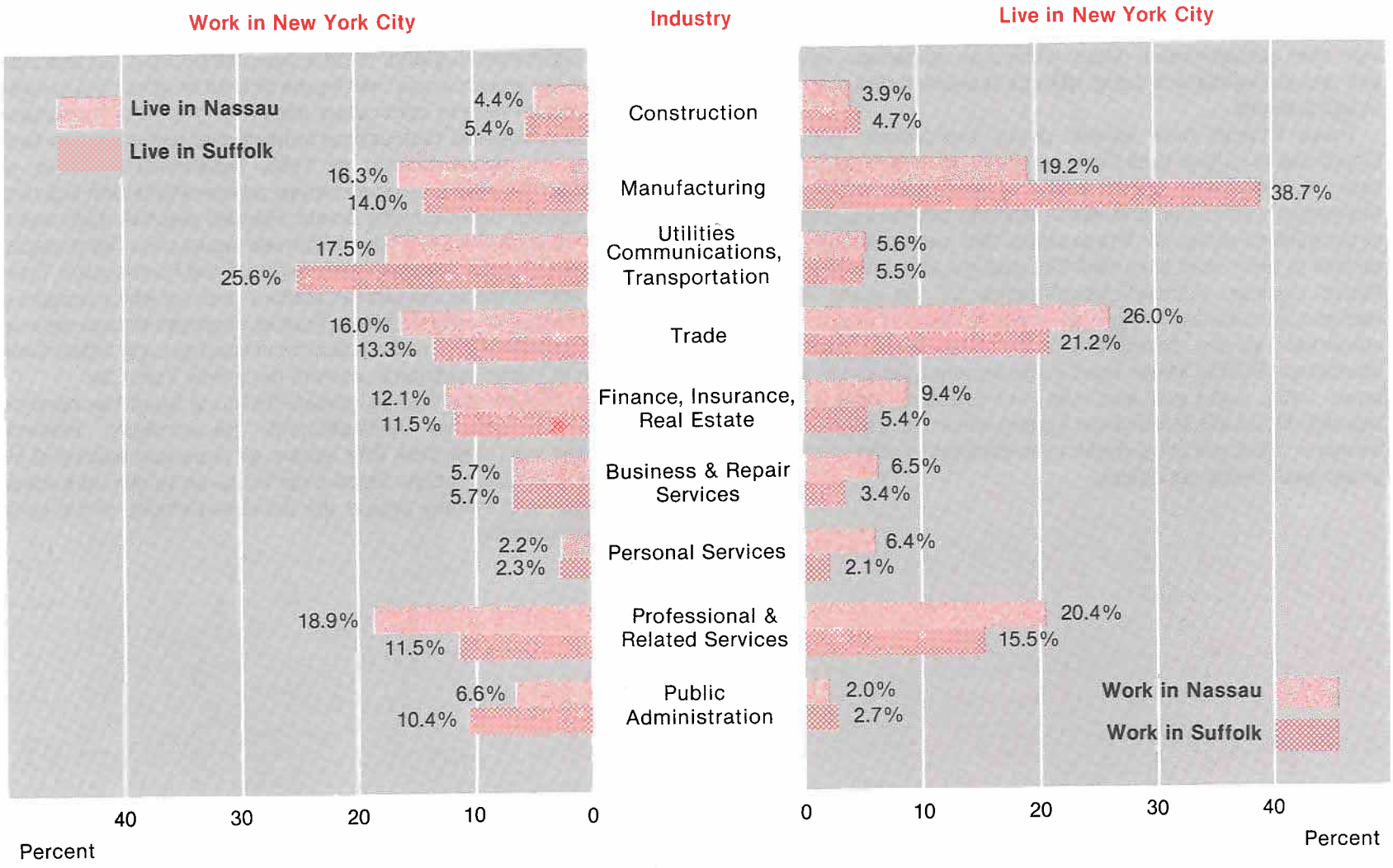
Industry of Employment of Cross-Commuters Between Nassau-Suffolk and New York City, 1980 (Percents)

Industry	Commuted from Nassau to N.Y.C.	Commuted from Suffolk to N.Y.C.	Commuted from N.Y.C. to Nassau	Commuted from N.Y.C. to Suffolk
Construction	4.4%	5.4%	3.9%	4.7%
Manufacturing	16.3	14.0	19.2	38.7
Transportation, Communications, P.U.	17.5	25.6	5.6	5.5
Wholesale & Retail Trade	16.0	13.3	26.0	21.2
Finance, Insurance, Real Estate	12.1	11.5	9.4	5.4
Business & Repair Services	5.7	5.7	6.5	3.4
Personal Services	2.2	2.3	6.4	2.1
Professional & Related Services	18.9	11.5	20.4	15.5
Public Administration	6.6	10.4	2.0	2.7
Other Industries	0.3	0.3	0.6	0.8

* Includes agriculture, forestry, fisheries, mining

Source: LIRPB based on data from the U.S. Bureau of the Census

Fig. 1.7
INDUSTRY OF EMPLOYMENT OF CROSS-COMMUTERS BETWEEN NASSAU-SUFFOLK AND NEW YORK CITY, 1980



Source: LIRPB based on data from the U.S. Bureau of the Census

Between 1970 and 1980, there was a slight decline in reverse commutation from New York City to Nassau-Suffolk. This reflected the rapid growth of financial and service job opportunities in New York City. Reverse commuters generally had lower earnings than outcommuters. Many worked as operatives, laborers and service workers in Long Island's manufacturing and retail establishments.

These findings have several policy implications. The continued vitality of New York City's economy remains of prime concern to the Long Island area. Of particular concern is Manhattan's office complex which employs substantial numbers of Long Island residents. It is essential that these outcommuters be able to reach their New York City jobs in a safe, timely, and efficient manner. Planned electrification of the Long Island Railroad will offer commuters an option in terms of faster, more convenient service, particularly to the midtown and downtown Manhattan CBD's. Minor road improvements designed to improve traffic flows will also help. For example, IMIS, the Integrated Motorist's Information System which will become operational in 1985, will allow traffic to be diverted to other corridors under peak traffic conditions.

Easing reverse commutation from New York City to Nassau-Suffolk should also be of prime interest. Current projections envision selective labor force shortages on Long Island during the latter part of the 1980s and into the 1990s. Long Island could exhaust its indigenous labor force in selected occupations and continued job growth would then be predicated on attracting greater numbers of reverse commuters from New York City. Commuter statistics from the 1980 census indicate that this is already happening in manufacturing. In 1980, substantial numbers of reverse commuters were employed as operatives and laborers in bi-county manufacturing plants. Planned electrification and a third track on the Long Island Railroad would offer the potential for more efficient reverse commutation to the Farmingdale, Deer Park and Ronkonkoma railroad stations, each of which borders a large manufacturing complex. Further improvements in reverse commutation by railroad will also be needed as Long Island firms begin to *import* additional workers from New York City.

The 1980 census figures indicate that Long Island has become more economically self-sufficient. Nevertheless, external linkages with New York City remain an important source of income and labor supply. Steps must be taken to facilitate these linkages and thereby ensure the continued vitality of the Long Island economy.

Chapter 2....

The Spatial Dimensions of Commuter Linkages Between Nassau-Suffolk and New York City

Worktrips are the largest and most regular trip category. They also constitute the greatest single source of traffic congestion in urban areas. This chapter analyzes the spatial pattern of worktrips between Nassau-Suffolk and New York City. It also analyzes the mode of travel for those who commute between Nassau-Suffolk and New York City. The analysis utilizes journey-to-work information from the 1970 and 1980 decennial censuses. It should be noted that the Census Bureau defines *mode of travel* as *the principal means of travel or type of conveyance usually used during the reference week in traveling from home to work.* Therefore, a commuter who utilized more than one mode of travel would nevertheless be classified under the *principal mode*, that used for the preponderance of the trip.

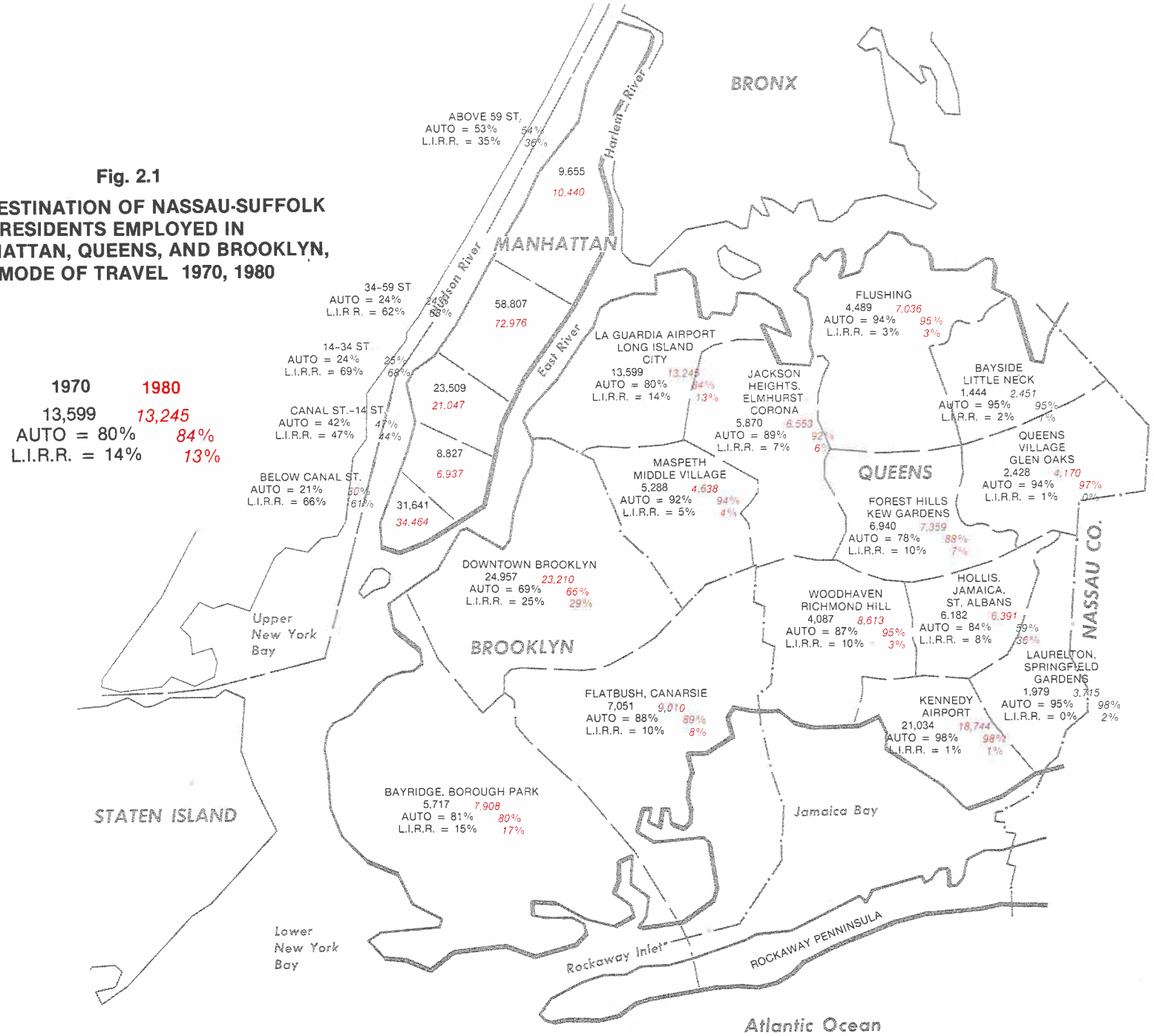
The Spatial Pattern of Worktrips from Nassau-Suffolk to New York City

In 1980, almost 146,000 bi-county residents commuted to Manhattan, an additional 83,000 traveled to Queens and approximately 40,000 traveled to work in Brooklyn. Thus, a total of about 269,000 bi-county residents were employed in these New York City boroughs. This represents a 10% increase over the 243,500 Nassau-Suffolk residents who commuted to Manhattan, Queens and Brooklyn in 1970. Between 1970 and 1980, the number of bi-county commuters to Manhattan increased from 132,439 to 145,864, a gain of about 10%. Those commuting to Queens increased from 73,340 to 82,915, a gain of about 13%. Those commuting to Brooklyn increased from 37,725 to 40,128, a gain of 6.4%.

Almost 75% of those Nassau-Suffolk residents who commuted to Manhattan worked in the area between 34th and 59th Streets, or in the area below Canal Street. In 1980, 72,976 bi-county residents worked in the area between 34th and 59th Streets. This represents a 24% increase over the 58,807 bi-county commuters to this area in 1970. In 1980, 34,464 Nassau-Suffolk residents commuted to the area below Canal Street. This represents a 9% increase over the 31,641 bi-county commuters to this area in 1970.

Fig. 2.1

THE DESTINATION OF NASSAU-SUFFOLK RESIDENTS EMPLOYED IN MANHATTAN, QUEENS, AND BROOKLYN, BY MODE OF TRAVEL 1970, 1980



In 1980, the preponderance of those traveling to Manhattan, some 64,000 persons, originated in the Town of Hempstead. An additional 22,800 came from North Hempstead, 23,100 from Oyster Bay, 7,100 from Babylon, 5,900 from Brookhaven, 9,800 from Huntington, 7,700 from Islip and 3,600 from Smithtown. In 1970, by contrast, 61,000 came from the Town of Hempstead, 21,100 from North Hempstead, 20,300 from Oyster Bay, 6,900 from Babylon, 3,900 from Brookhaven, 8,900 from Huntington, 6,500 from Islip and 3,000 from Smithtown. Thus, between 1970 and 1980, the number of Nassau County commuters to Manhattan increased from 102,572 to 110,317, a gain of 7.6%. The number of Suffolk County commuters to Manhattan increased from 29,867 to 35,547, a gain of 19.0%.

Of the 82,915 Nassau-Suffolk residents who commuted to Queens in 1980, almost 32,000 or 38.6% of the total, commuted to the two airports: Kennedy and LaGuardia. In 1980, 18,744 bi-county residents commuted to Kennedy Airport, down from 21,034 in 1970. An additional 13,245 bi-county residents commuted to the LaGuardia Airport-Long Island City area. In 1970, 13,599 Nassau-Suffolk residents worked in this area. In 1980, there were also a substantial number of bi-county commuters to the Woodhaven-Richmond Hill Area, 8,613, the Forest Hills-Kew Gardens area, 7,359, the Flushing area, 7,036, the Jackson Heights-Elmhurst-Corona area, 6,553, and the Jamaica-Hollis-St. Albans area, 6,391.

Of those commuting to Queens, approximately 36,700 originated in the Town of Hempstead in 1980. An additional 10,710 came from North Hempstead, 11,384 from Oyster Bay, 5,804 from Babylon, 4,833 from Brookhaven, 4,318 from Huntington, 6,616 from Islip, and 2,293 from Smithtown. Between 1970 and 1980, the number of Nassau residents commuting to Queens increased from 52,656 to 58,791, a gain of 11.7%. The number commuting from Suffolk to Queens increased from 20,684 to 24,124, an increase of 16.6%.

TABLE 2.1

Destinations of Nassau-Suffolk Residents Employed in Manhattan, Queens and Brooklyn, by County of Origin and Mode of Travel, 1970, 1980

Zone of Destination	County of Origin (No. of Trips)						Mode of Travel (% of Trips)							
	Nassau		Suffolk		Bi-County		Auto		Bus/ Subway		Rail		Other*	
	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980
Manhattan	**102,572**	**110,317**	**29,867**	**35,547**	**132,439**	**145,864**	**27**	**28**	**11**	**8**	**61**	**63**	**1**	**1**
Below Canal St.	23,791	25,376	7,850	9,088	31,641	34,464	21	30	12	8	66	61	1	1
Canal to 14th St.	6,759	5,199	2,068	1,738	8,827	6,937	42	47	10	9	47	44	1	0
14th to 34th St.	18,934	16,235	4,575	4,812	23,509	21,047	24	25	6	6	69	68	1	1
34th to 59th St.	45,986	56,028	12,821	16,948	58,807	72,976	24	24	13	8	62	68	1	0
Above 59th St.	7,102	7,479	2,553	2,961	9,655	10,440	53	54	9	7	35	36	3	3

TABLE 2.1 (Cont'd.)

Zone of Destination	County of Origin (No. of Trips)						Mode of Travel (% of Trips)							
	Nassau		Suffolk		Bi-County		Auto		Bus/ Subway		Rail		Other*	
	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980
Queens	**52,656**	**58,791**	**20,684**	**24,124**	**73,340**	**82,915**	**89**	**90**	**3**	**2**	**6**	**7**	**2**	**1**
Bayside-Little Neck	1,029	1,859	415	592	1,444	2,451	95	95	1	3	2	1	2	1
Queens Village-Glen Oaks	1,907	3,368	521	802	2,428	4,170	94	97	3	1	1	0	2	2
Flushing	3,386	5,006	1,103	2,030	4,489	7,036	94	95	1	2	3	3	2	a)
Laurelton-Springfield Gardens	1,561	2,768	418	947	1,979	3,715	95	98	1	a)	a)	2	4	a)
Kennedy Airport-Rockaway Penninsula	13,387	12,798	7,647	5,946	21,034	18,744	98	98	a)	1	1	1	1	a)
LaGuardia Airport-Long Island City	9,813	9,074	3,786	4,171	13,599	13,245	80	84	5	2	14	13	1	1
Woodhaven-Richmond Hill	3,158	5,983	929	2,630	4,087	8,613	87	95	2	1	10	3	1	1
Jamaica-Hollis-St. Albans	4,697	4,106	1,485	2,285	6,182	6,391	84	59	6	4	8	36	2	1
Forest Hills-Kew Gardens	5,481	5,712	1,459	1,647	6,940	7,359	78	88	10	5	10	7	2	a)
Jackson Heights-Elmhurst, Corona	4,430	4,976	1,440	1,577	5,870	6,553	89	92	3	2	7	6	1	a)
Maspeth-Middle Village	3,807	3,141	1,481	1,497	5,288	4,638	92	94	2	1	5	4	1	1
Brooklyn	**28,450**	**28,487**	**9,275**	**11,641**	**37,725**	**40,128**	**74**	**74**	**4**	**3**	**21**	**22**	**1**	**1**
Flatbush-Canarsie	5,270	6,914	1,781	2,096	7,051	9,010	88	89	1	2	10	8	1	1
Downtown Brooklyn	18,599	15,754	6,358	7,456	24,957	23,210	69	66	5	4	25	29	1	1
Bay Ridge-Borough Park	4,581	5,819	1,136	2,089	5,717	7,908	81	80	2	2	15	17	2	1
Total	183,678	197,595	59,826	71,312	243,504	268,907								

a) Less than 0.5%

* Includes trips by taxi, jitney, etc.

Source: LIRPB based on census data

Of the 40,128 Nassau-Suffolk residents who commuted to Brooklyn in 1980, 23,210 or 58% of the total traveled to downtown Brooklyn. Some 19,722 Brooklyn-bound commuters, 49% of the total, originated in the Town of Hempstead. The number of Nassau County residents commuting to Brooklyn increased from 28,450 in 1970 to 28,487 in 1980, an increase of less than 1%. The number of Suffolk commuters to Brooklyn increased from 9,275 to 11,641, a gain of 25.5%.

Between 1970 and 1980, the number of Nassau commuters to the three Boroughs—Manhattan, Queens and Brooklyn—increased from 183, 678 to 197,595, an increase of 7.6%. The number of Suffolk commuters to these boroughs increased from 59,826 to 71,312, an increase of 19.2%.

The most significant aspect of commutation between Nassau-Suffolk and New York City was the mode of travel selected. In 1980, the only substantial use of the Long Island Railroad occurred for trips to Manhattan. Some 63% of bi-county commuters to Manhattan traveled by rail in 1980; 61% of those traveling to Manhattan used the railroad in 1970. Between 1970 and 1980, the proportion using the railroad for worktrips into the area between 34th and 59th Streets increased from 62% to 68%. However, the proportion using the railroad for worktrips terminating below Canal Street declined from 66% to 61% and auto usage to this area increased commensurately. Approximately 30% of those employed below Canal Street used their cars for the preponderance of the worktrip in 1980, up from 21% in 1970.

In 1980, approximately 90% of those traveling to Queens used their cars, about the same as the 89% recorded for 1970. The only substantial use of the railroad occurred for those who traveled to the Jamaica area. Approximately 36% of them traveled by railroad and only 59% used their cars. This was a major change from 1970 when only 8% of the commuters to this area came by railroad and 84% traveled by car.

Of those commuting to Brooklyn, 74% traveled by car in 1980, the same percentage as in 1970. Only 22% came by railroad. The incidence of rail use was highest for those traveling to downtown Brooklyn, which contains a railroad station. In 1980, 29% of those bi-county commuters to downtown Brooklyn traveled by rail for the preponderance of their trip.

The following case studies provide more detailed information about commutation between Nassau-Suffolk and New York City. The first study analyzes the origins, census tract of destination and mode of travel of those Nassau-Suffolk residents who commuted to the midtown Manhattan CBD in 1980. The second study performs a similar analysis for those commuting to the downtown Manhattan CBD. The third study performs a detailed analysis of those commuting to Kennedy Airport in 1980.

A Case Study of Worktrips from Nassau-Suffolk into the Midtown Manhattan Central Business District

For purposes of analysis, the midtown Manhattan CBD has been extended to include the area from 14th to 59th Streets from the East River to the Hudson River. The number of commuters to this area increased from 82,316 in 1970 to 94,023 in 1980. As in 1970, about half of them, 45,863, traveled to the area east of Fifth Avenue and half, 48,160, worked in the area west of Fifth Avenue. Worktrip destinations were concentrated in the area immediately north of Penn Station and in the area surrounding Grand Central Station. In 1980, 11,626 worktrips terminated in the area bounded by 34th and 42nd Streets, Sixth and Eighth Avenues. An additional 26,702 worktrips terminated in the area bounded by 42nd and 56th Streets, Third Avenue and Avenue of the Americas. Table 2.2 shows the number of Nassau-Suffolk worktrips terminating in selected midtown Manhattan census tracts in 1970 and 1980. It indicates a growing concentration of worktrip destinations in the heavily-traveled midtown census tracts. These tracts specialize in offices and high-quality retail activity. The increase in bi-county commuters to these tracts probably reflects the higher concentration of office space within these areas. In recent years, job growth in Manhattan has been concentrated in the financial and service industries. Most such jobs are housed in offices. They often require the white-collar skills which are found among Nassau-Suffolk residents.

Fig. 2.2A
TOWN OF ORIGIN OF NASSAU-SUFFOLK RESIDENTS EMPLOYED IN MANHATTAN, QUEENS, AND BROOKLYN, 1970, 1980

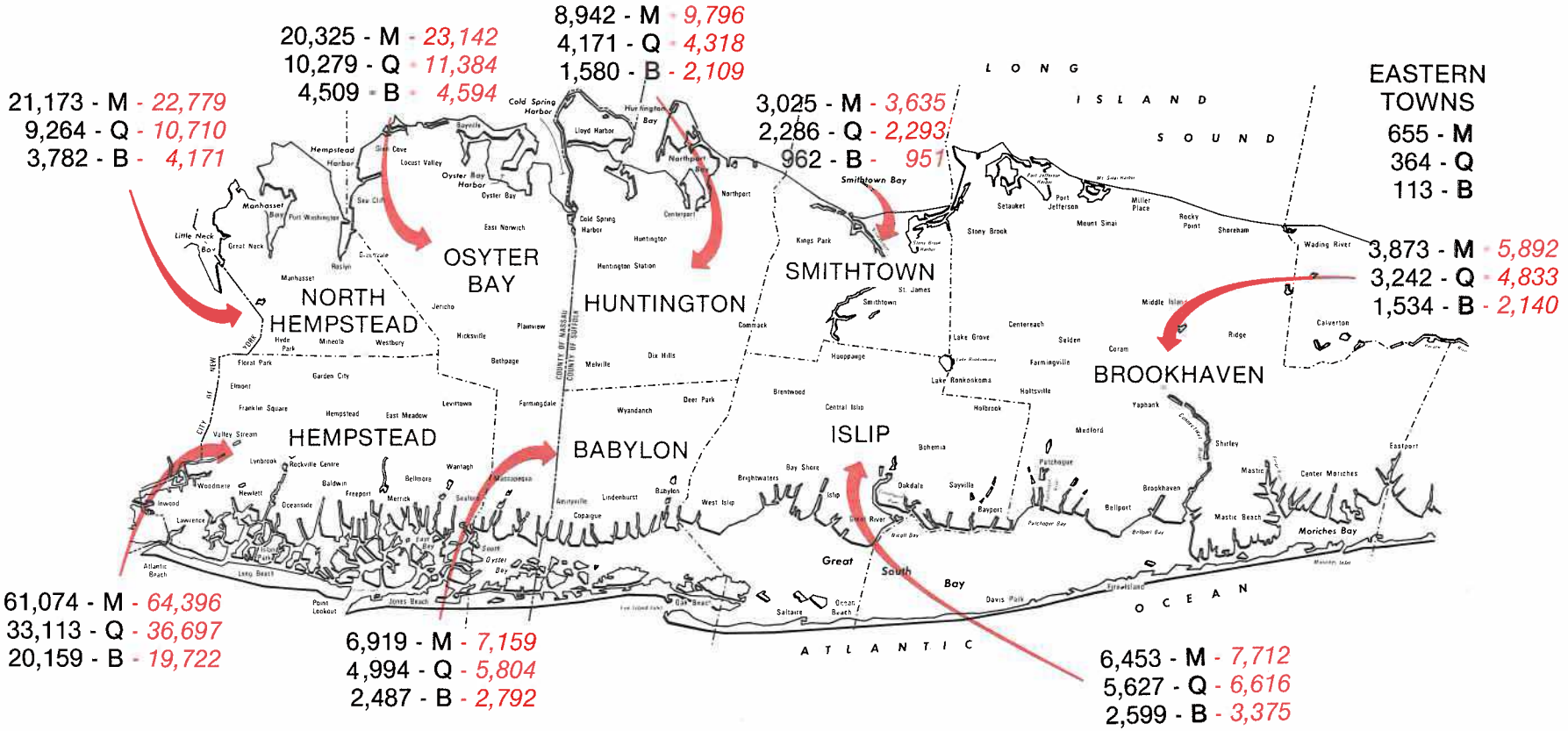
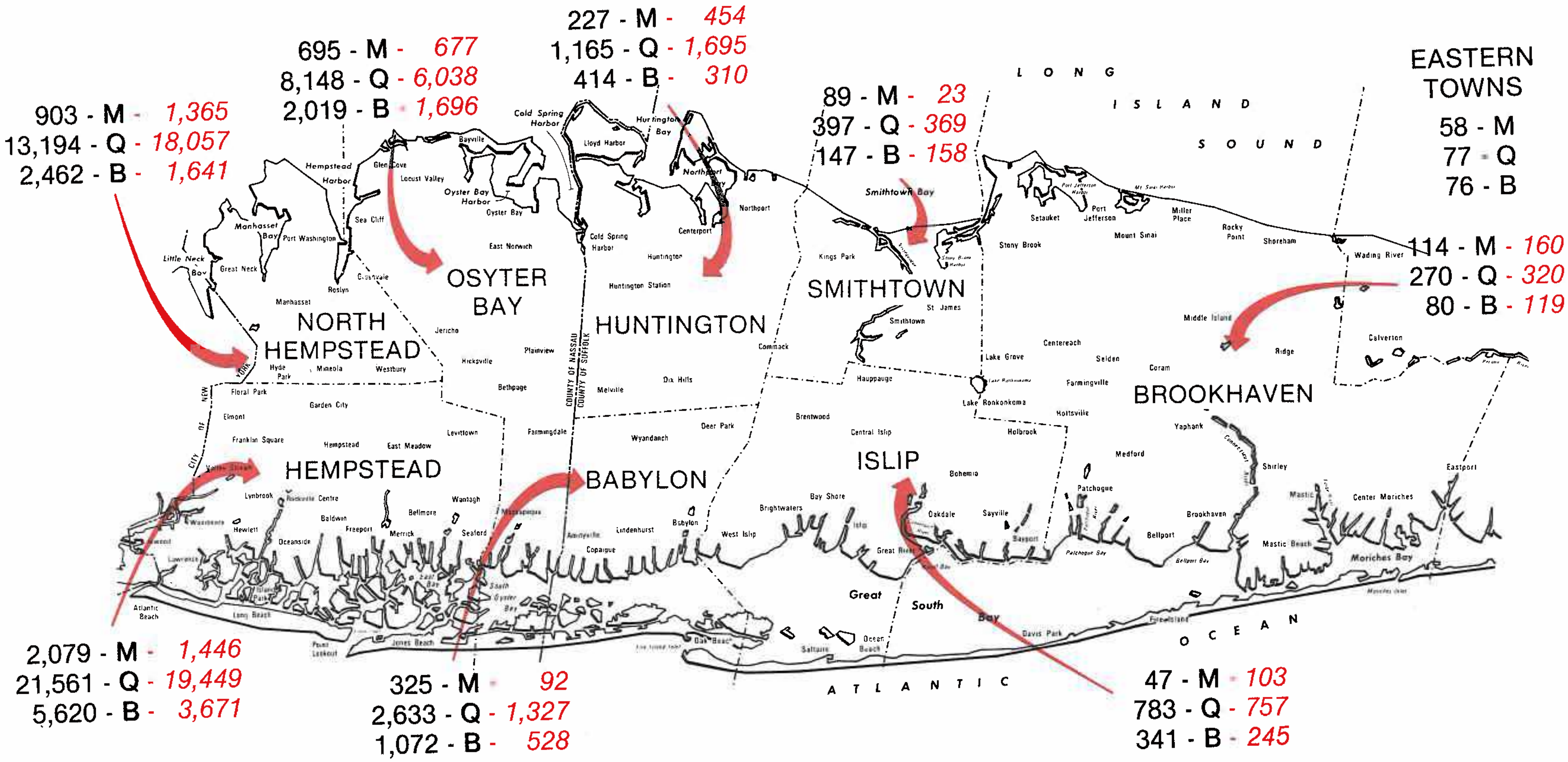


Fig. 2.2B
DESTINATIONS OF NASSAU-SUFFOLK RESIDENTS EMPLOYED IN MANHATTAN, QUEENS, AND BROOKLYN, BY MODE OF TRAVEL, 1970, 1980

Source: LIRPB based on data from the U.S. Bureau of the Census

Fig. 2.3A

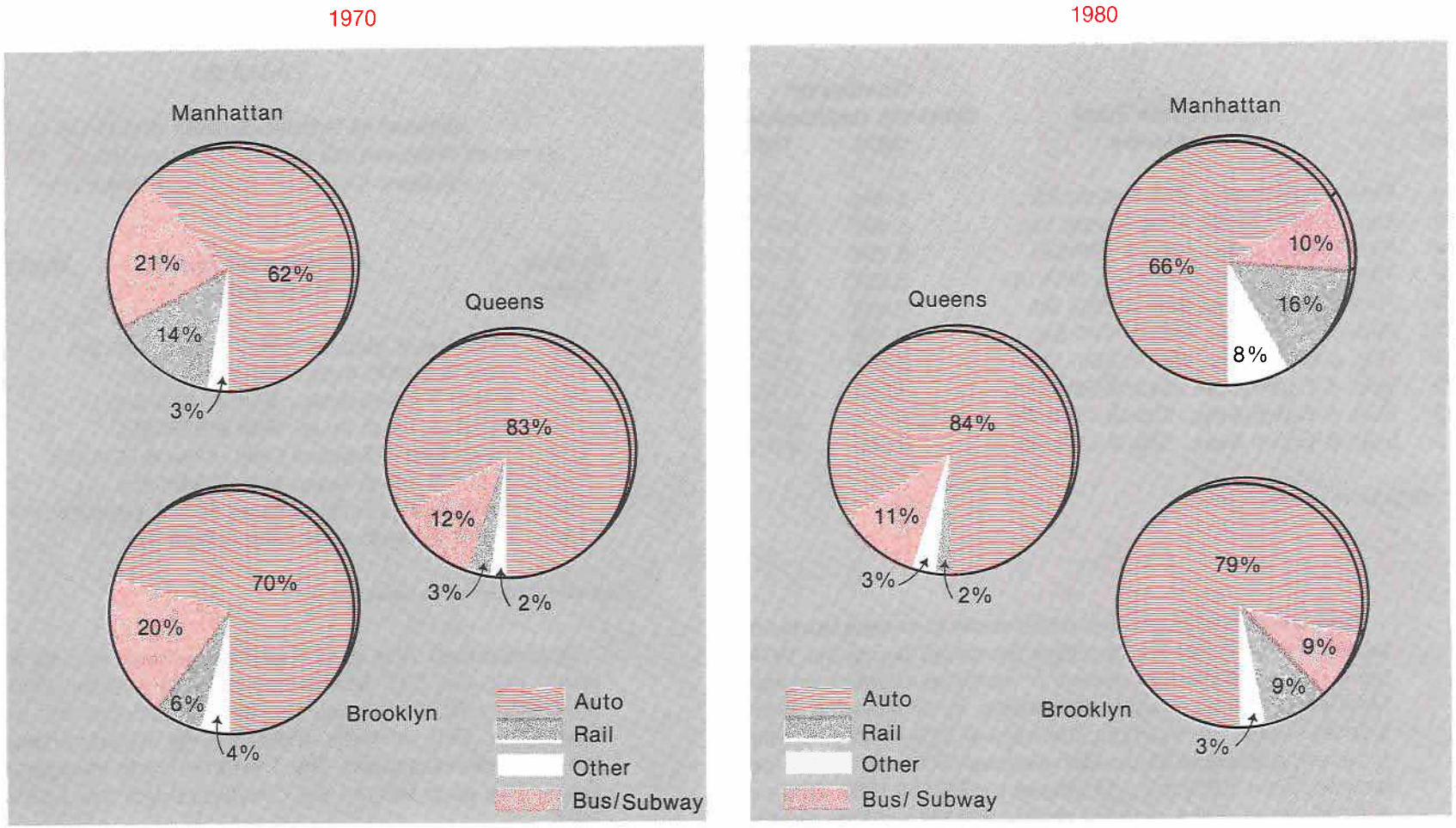
TOWN OF DESTINATION OF MANHATTAN, QUEENS, AND BROOKLYN RESIDENTS EMPLOYED IN NASSAU-SUFFOLK, 1970, 1980



1970 **1980**

3,873 - M - 5,892

Fig. 2.3B
MANHATTAN, QUEENS, AND BROOKLYN RESIDENTS EMPLOYED IN NASSAU-SUFFOLK BY ZONE OF ORIGIN AND MODE OF TRAVEL, 1970, 1980



Source: LIRPB based on data from the U.S. Bureau of the Census

TABLE 2.2

Number of Nassau-Suffolk Worktrips to Selected Midtown Manhattan Census Tracts, 1970, 1980 (Higher Concentrations of Worktrips)

Census Tract	Approximate Tract Boundaries	Number of Worktrip Destinations 1970	1980
82	Park & Fifth Aves., 35th & 42nd Sts.	3,491	3,909
92	Third & Park Aves.. 42nd & 49th Sts.	3,492	4,073
94	Park & Fifth Aves., 42nd & 49th Sts.	5,296	5,480
96	Fifth & Sixth Aves., 42nd & & 49th Sts.	3,557	5,148
100	Third & Park Aves., 49th & 56th Sts.	2,448	3,715
102	Park & Fifth Aves., 49th & 56th Sts.	2,788	4,349
104	Fifth & Sixth Aves., 49th & 56th Sts.	3,896	3,937
109	Sixth & Eighth Aves., 34th & 38th Sts.	3,599	5,782
113	Sixth & Eighth Aves., 38th & 42nd Sts.	4,266	5,844
131	Sixth & Eighth Aves., 50th & 54th Sts.	2,353	4,073

Source: LIRPB based on census data

Whereas bi-county worktrip destinations to census tracts containing a preponderance of offices increased during the 1970s, there was a perceptible decline in worktrips to those midtown Manhattan census tracts specializing in wholesaling and/or manufacturing. For example, the number of bi-county worktrips terminating between 6th and 8th Avenues, 30th and 34th Streets declined from 2,672 to 1,464 between 1970 and 1980. This area is in the heart of the garment district and the worktrip declines reflect the general loss of garment area jobs during the 1970s. The number of bi-county worktrips to census tracts west of Eighth Avenue also generally declined, reflecting the loss of west side manufacturing and wholesale jobs. For example, the number of bi-county commuters to the area bounded by 10th Avenue and the Hudson River, 14th and 38th Streets declined from 1,132 to only 393 between 1970 and 1980.

It seems apparent that bi-county commuters to midtown Manhattan are increasingly becoming white-collar workers. This is consonant with the growing white-collar orientation of Manhattan's economy.

TABLE 2.3

Number of Nassau-Suffolk Worktrips to Selected Midtown Manhattan Census Tracts, 1970, 1980 (Lower Concentrations of Worktrips)

Census Tract	Approximate Tract Boundaries	Number of Worktrip Destinations 1970	1980
99	10th Ave. & Hudson River, 14th & 38th Sts.	1,132	392
101	Sixth & Eighth Aves., 30th & 34th Sts.	2,672	1,464
121	Eighth & Tenth Aves., 42nd & 46th Sts.	465	248
127	Eighth & Tenth Aves., 46th & 50th Sts.	163	55
129	Tenth Ave. & Hudson River, 42nd & 50th Sts.	780	566
133	Eighth & Tenth Aves., 50th & 54th Sts.	539	391
135	Tenth Ave. & Hudson River, 50th & 58th Sts.	1,084	901
139	Eighth & Tenth Aves, 54th & 58th Sts.	441	183

Source: LIRPB based on census data

Approximately 77% of all bi-county worktrips into the area between 14th and 59th Streets originated in Nassau County. Approximately 72,000 Nassau residents commuted into midtown Manhattan; 56% of them, approximately 40,000, originated in the Town of Hempstead. The Towns of North Hempstead and Oyster Bay each sent 14,500 commuters into this area daily in 1980.

Almost 22,000 commuters originated in Suffolk County. Approximately 6,600 came from the Town of Huntington. The Towns of Babylon and Islip each sent approximately 4,300 commuters into this area in 1980.

The modal split for worktrips into the midtown Manhattan area indicates the extent to which mass transit is being utilized by Long Island residents who commute to midtown Manhattan. In

TABLE 2.4

City and Town of Origin for Bi-County Worktrips into the Midtown Area

City & Town	Number of Worktrips	Number of Town	Worktrips
Glen Cove	855	Babylon	4,313
Hempstead	40,527	Brookhaven	3,460
Long Beach	1,856	East Hampton	105
North Hempstead	14,544	Huntington	6,606
Oyster Bay	14,573	Islip	4,293
		Riverhead	16
Total Nassau	72,355	Shelter Island	33
		Smithtown	2,255
		Southampton	531
		Southold	56
		Total Suffolk	21,668

Source: LIRPB based on Census data.

interpreting the following statistics, it should be remembered that the Census Bureau defines mode of travel as *the principal means of travel* and that those who designate *automobile* as their mode of travel may not actually drive into the midtown area. For example, they could drive to an area of Queens adjacent to a New York City subway line and use the subway for the remainder of their journey into the midtown area. Many Long Island residents are able to find parking areas close to subway stations in Queens. The auto trip from Nassau or Suffolk generally consumes more time than the subway trip. Therefore the subway usage figures are undercounted.

In 1980, 22,579 Nassau-Suffolk residents used their cars as the principal mode of travel into the midtown Manhattan CBD; an additional 63,731 traveled by Long Island Railroad. In 1970, 16,375 bi-county residents used their cars; an additional 52,792 traveled by railroad. Therefore, between 1970 and 1980, an additional 6,204 bi-county residents came by car. This represents an increase of about one-third. An additional 10,939 Long Island residents came by railroad. This represents an increase of about 21%.

In 1980, the highest volume of rail trips occurred for worktrips terminating in the area immediately adjacent to Penn Station. For example, almost 10,000 rail trips terminated in the area between 34th and 42nd Streets, Avenue of the Americas and Eighth Avenue. Rail trips as a percentage of rail and auto trips was also highest for those commuting to the area within walking distance of Penn Station. For example, the percentage of rail trips for bi-county commuters to the areas between 26th and 42nd Streets, Avenue of the Americas and Eighth Avenue was 85%. This percentage declined with distance from Penn station. For example, the percentage of rail worktrips terminating between 23rd and 54th Streets east of First Avenue was only 50% in 1980. Similar percentage declines were evident for trips terminating west of Tenth Avenue.

Absolute increases in the number of rail commuters were also highest in the areas within walking distance of Penn Station. For example, the number of rail commuters to the area bounded by 34th and 50th Streets, Avenue of the Americas and Eighth Avenue increased by about 6,000 between 1970 and 1980.

These findings imply that the difficulty in using public transportation from Penn Station to midtown Manhattan destinations on the extreme east or west sides makes it more likely that worktrips to these destinations will be undertaken by car or by car and subway rather than by railroad.

TABLE 2.5

Number and Percent of Rail Trips For Worktrips to Selected Midtown Manhattan Census Tracts, 1980

Census Tract	Approximate Tract Boundaries	Number of Rail Trips	Percent of Rail & Auto Trips
82	Park & Fifth Aves., 35th & 42nd Sts.	2,829	76%
92	Third & Park Aves., 42nd & 49th Sts.	2,441	66
94	Park & Fifth Aves., 42nd & 49th Sts.	3,656	73
96	Fifth & Sixth Aves., 42nd & 49th Sts.	3,744	79
100	Third & Park Aves., 49th & 56th Sts.	2,434	76
102	Park & Fifth Aves., 49th & 56th Sts.	2,783	71
104	Fifth & Sixth Aves., 49th & 56th Sts.	2,743	77
109	Sixth & Eighth Aves., 34th & 38th Sts.	4,703	86
113	Sixth & Eighth Aves., 38th & 42nd Sts.	4,745	85
131	Sixth & Eighth Aves., 50th & 54th Sts.	3,027	81

Source: LIRPB based on Census data

Fig. 2.4

THE ORIGINS OF MANHATTAN, QUEENS AND BROOKLYN RESIDENTS EMPLOYED IN NASSAU-SUFFOLK, BY MODE OF TRAVEL 1970, 1980

1970	1980
13,599	*13,245*
AUTO = 80%	*84%*
L.I.R.R. = 14%	*13%*

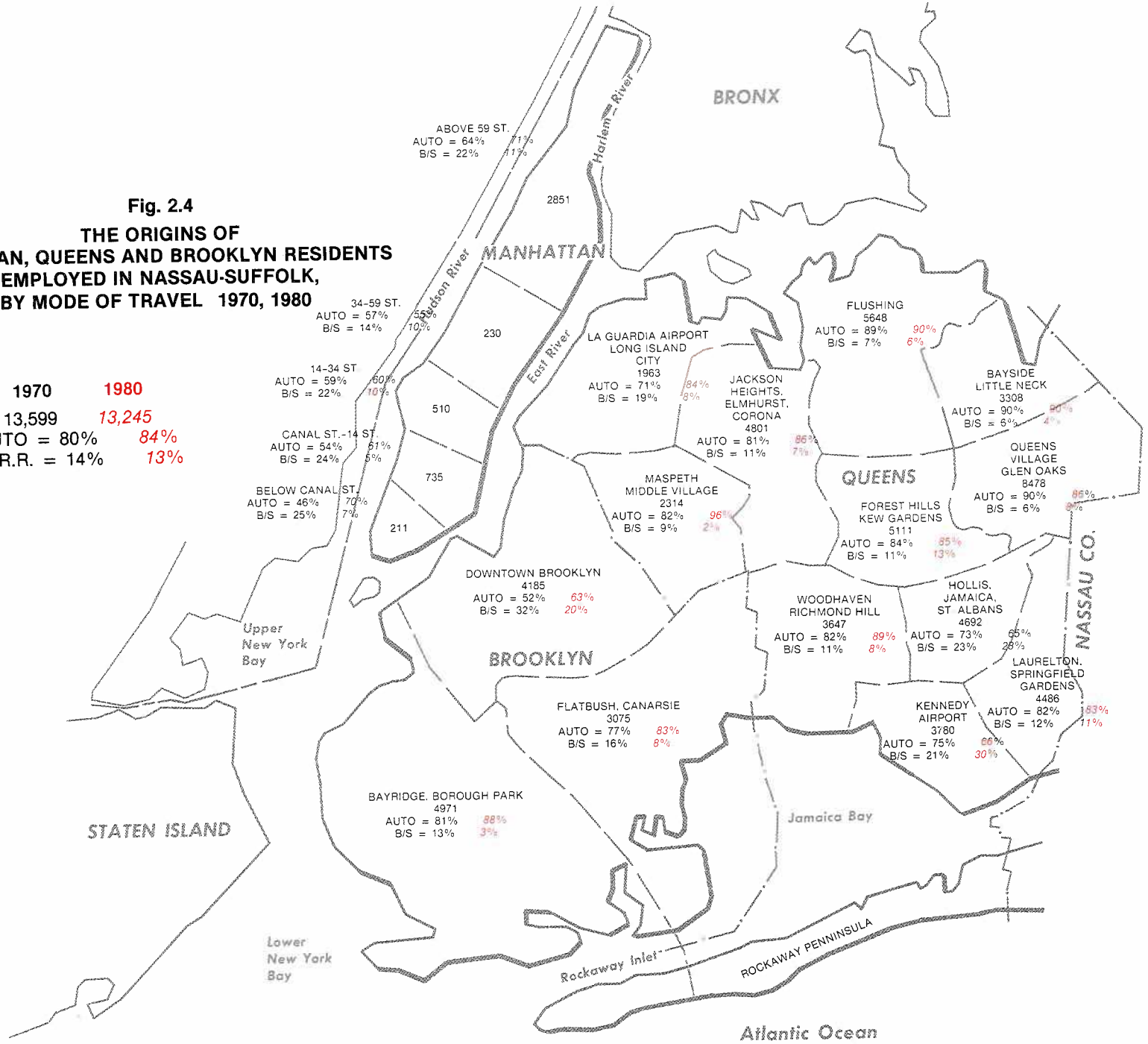


Fig. 2.5
NUMBER OF NASSAU-SUFFOLK WORKTRIPS INTO THE MIDTOWN MANHATTAN CBD, BY CENSUS TRACT, 1970, 1980

A Case Study of Worktrips From Nassau-Suffolk into the Downtown Manhattan Central Business District

The downtown Manhattan CBD is defined as the area south of Canal Street. In 1980, 34,464 bi-county residents commuted to this area. They accounted for approximately 25% of all worktrips to Manhattan. In 1970, 31,641 bi-county residents commuted to this area. In 1980, worktrips tended to be concentrated in the areas south of Vesey and Fulton Streets. Almost 8,500 bi-county residents commuted to the area bounded by Broadway, Vesey Street, the West Side Highway and the Battery. An additional 9,800 bi-county residents commuted to the area bounded by State Street, South Street, Liberty Street and Broadway.

Approximately 74% of all bi-county worktrips into the downtown Manhattan CBD originated in Nassau County. Some 25,000 Nassau residents commuted to downtown Manhattan; 57% of them, approximately 14,400, originated in the Town of Hempstead. The Town of North Hempstead sent approximately 5,400 commuters to downtown Manhattan. The Town of Oyster Bay sent an additional 4,900 commuters to the downtown area. Almost 10,000 Suffolk residents commuted to the downtown area. Approximately 2,100 originated in the Town of Huntington, 2,200 in the Town of Islip, 1,800 in the Town of Babylon and 1,500 in the Town of Brookhaven.

TABLE 2.6

Number of Nassau-Suffolk Worktrips Terminating in Selected Downtown Manhattan Census Tracts, 1980

Census Tract	Approximate Tract Boundaries	No. of Worktrip Destinations
13	West Side Hwy., Vesey St., Broadway, Battery	8,463
21	Vesey St., West Side Hwy. Reade St., Broadway	3,510
15.02	Liberty St., Broadway, Fulton st., South St.	3,627
7	Exchange Place, Broadway, Liberty St., South St.	5,013
9	Broadway, State St., Exchange Place, South St.	4,784

Source: LIRPB based on Census data.

TABLE 2.7

City and Town of Origin for Bi-County Worktrips into the Downtown Manhattan CBD, 1980

City & Town	Number of Worktrips	Town	Number of Worktrips
Glen Cove	235	Babylon	1,853
Hempstead	14,416	Brookhaven	1,527
Long Beach	447	East Hampton	76
North Hempstead	5,368	Huntington	2,144
Oyster Bay	4,910	Islip	2,245
		Riverhead	13
Total Nassau	25,376	Shelter Island	4
		Smithtown	989
		Southampton	215
		Southold	22
		Total Suffolk	9,088

Source: LIRPB based on Census data.

According to the 1980 Census, 21,149 bi-county commuters to the downtown Manhattan CBD used the railroad as their *principal means of travel*. An additional 10,443 traveled by car for the major segment of their worktrip. The ratio of rail-to-auto trips for those commuting to the most heavily traveled downtown census tracts was similar to that for worktrips into the midtown Manhattan area.

TABLE 2.8

Number and Percent of Rail Trips For Worktrips to Selected Midtown Manhattan Census Tracts, 1980

Census Tract	Approximate Tract Boundaries	Number of Rail Trips	Percent of Rail & Auto Trips
13	West Side Hwy., Vesey St., Broadway, Battery	5,797	75
21	Vesey St., West Side Hwy., Reade St., Broadway	1,978	61
15.02	Liberty St., Broadway, Fulton St., South St.	2,353	72
7	Exchange Place, Broadway, Liberty St., South St.	3,599	78
9	Broadway, State St., Exchange Place, South St.	3,618	81

Source: LIRPB based on Census data

Fig. 2.6
MODE OF TRAVEL FOR WORKTRIPS INTO THE MIDTOWN MANHATTAN CBD, BY CENSUS TRACTS 1970

Fig. 2.7
MODE OF TRAVEL FOR WORKTRIPS INTO THE MIDTOWN MANHATTAN CBD, BY CENSUS TRACT 1980

The ratio of rail-to-auto trips to less heavily traveled downtown census tracts was much lower. These tracts are not within easy subway access from Penn Station. They are also located outside the dense downtown office complex and have more parking available.

TABLE 2.9

Number and Percent of Rail Trips For Worktrips to Selected Midtown Manhattan Census Tracts, 1980

Census Tract	Approximate Tract Boundaries	Number of Rail Trips	Percent of Rail & Auto Trips
27	Park Row, Pearl St., Madison St., Catherine St.	235	17%
31	Park Row, Centre St., Canal St., Broadway	1,012	41
8	Catherine St., Division St., Pike St., South St.	16	7

Source: LIRPB based on Census data

A Case Study of Worktrips from Nassau-Suffolk to John F. Kennedy International Airport

In 1980, 18,744 bi-county residents commuted to the Kennedy Airport area, down from 21,034 in 1970. This represents a decline of 11%. Approximately 68% of all worktrips originated in Nassau County in 1980; the remaining 32% came from Suffolk. As in 1970, 98% of all worktrips to this area were made by car in 1980.

In 1980, the largest number of commuters, 9,036, originated in the Town of Hempstead. An additional 2,477 came from the Town of Oyster Bay, 1,628 from the Town of Babylon, 1,285 from the Town of North Hempstead, 1,074 from the Town of Brookhaven and 1,803 from the Town of Islip. Therefore, the preponderance of worktrips into the Kennedy Airport area originated in the southern portion of Long Island. This geographic pattern of origin also characterized worktrips into Kennedy Airport in 1970.

TABLE 2.10

Town and Origin for Bi-County Worktrips to Kennedy Airport, 1980

Town	Number of Worktrips	Number of Town	Worktrips
Hempstead	9,036	Babylon	1,628
North Hempstead	1,285	Brookhaven	1,074
Oyster Bay	2,477	East Hampton	0
		Huntington	960
Total Nassau	12,798	Islip	1,803
		Riverhead	0
		Shelter Island	0
		Smithtown	470
		Southampton	11
		Southold	0
		Total Suffolk	5,946

Source: LIRPB based on Census data.

The Spatial Pattern of Worktrips from New York City to Nassau-Suffolk

Today, sufficient numbers of New York City residents work in Nassau-Suffolk to generate significant traffic in the reverse direction. In 1980, some 61,000 Manhattan, Queens and Brooklyn residents commuted to jobs in Nassau-Suffolk. This represents a 6% decline since 1970, when approximately 65,000 Manhattan, Queens and Brooklyn residents worked in Nassau-Suffolk. Almost 80% of all reverse commuters originated in Queens. In 1980, some 48,000 Queens residents were employed in Nassau-Suffolk, about the same number as in 1970. More than 90% of them worked in nearby Nassau County. In 1980 4,500 Manhattan residents commuted to jobs in Nassau-Suffolk, the same number as in 1970. An additional 8,400 Brooklyn residents held bi-county jobs, down from 12,200 in 1970. Therefore, except for declines in the number of Brooklyn residents employed in Nassau-Suffolk, there were striking similarities in the pattern of reverse commutation between New York City and Nassau-Suffolk in both 1970 and 1980.

In both years, the largest number of reverse commuters came from eastern Queens. In 1980, for example, almost 11,000 reverse commuters originated in the Queens Village-Glen Oaks area of Queens. An additional 6,000 originated in the Laurelton-Springfield Gardens area. More than half of the 4,500 workers who commuted from Manhattan to Nassau-Suffolk came from the area above 59th Street. Brooklyn reverse commuters were evenly distributed between three zones: Flatbush-Canarsie, Downtown Brooklyn, and Bay Ridge-Borough Park.

These findings suggest that despite substantial employment increases in Nassau-Suffolk during the 1970s, reverse commutation from New York City failed to increase during the decade. In fact, the number of reverse commuters declined slightly. Part of the explanation may be that Queens residents who would normally commute to jobs in adjacent Nassau County also had the option of traveling to Manhattan, where large numbers of financial and service industry jobs were generated between 1970 and 1980. Moreover, Manhattan jobs could be reached by public transportation, including newly-instituted express buses. By contrast, most Nassau job locations could only be reached by car from Queens. Whatever the explanation, it appears that New York City residents did not benefit, in terms of employment, from the large increase in jobs that occurred in Nassau-Suffolk during the 1970s.

The mode of travel used by reverse commuters in 1980 was similar to that utilized in 1970. Most came by car. Among reverse commuters coming from Manhattan, 66% came by car in 1980 as compared with only 62% in 1970. Among those coming from Queens, 84% came by car, about the same proportion as in 1970. Among those originating in Brooklyn, 79% came by car as compared with only 70% in 1970. Those using buses and/or subways for the reverse journey declined proportionately—from 21% to 10% in Manhattan, from 12% to 11% in Queens and from 20% to 9% in Brooklyn. There was however, a small increase in the proportion of Manhattan and Brooklyn residents who used the Long Island Railroad for the reverse journey. Some 16% of those commuting from Manhattan used the railroad as compared with only 14% in 1970. Approximately 9% of those coming from Brooklyn traveled by railroad as compared with 6% in 1970.

Therefore, except in rare instances, most reverse commutation from New York City to Nassau-Suffolk still occurs by car. The only significant use of the Long Island Railroad for reverse commutation occurred for those Manhattan residents who resided between 34th and 59th Street, within easy reach of Penn Station. The only significant use of buses and subways for reverse travel occurred for those living in the Jamaica-Kennedy Airport areas and in downtown Brooklyn.

Implications for Public Policy

During the past decade, Long Island's employment base and resident labor force expanded rapidly. Nassau and Suffolk Counties gained approximately 213,000 jobs between 1970 and 1980. During the same period, almost 250,000 new workers entered the Long Island labor force. Current commuter linkages between Nassau-Suffolk and New York City reflect these changes. It should be noted that the relationship between job growth and labor force growth is not a one-to-one relationship. That is, some of the new labor force entrants commuted to jobs outside the Long Island area. By the same token, some of the new bi-county jobs were filled by commuters from New York City.

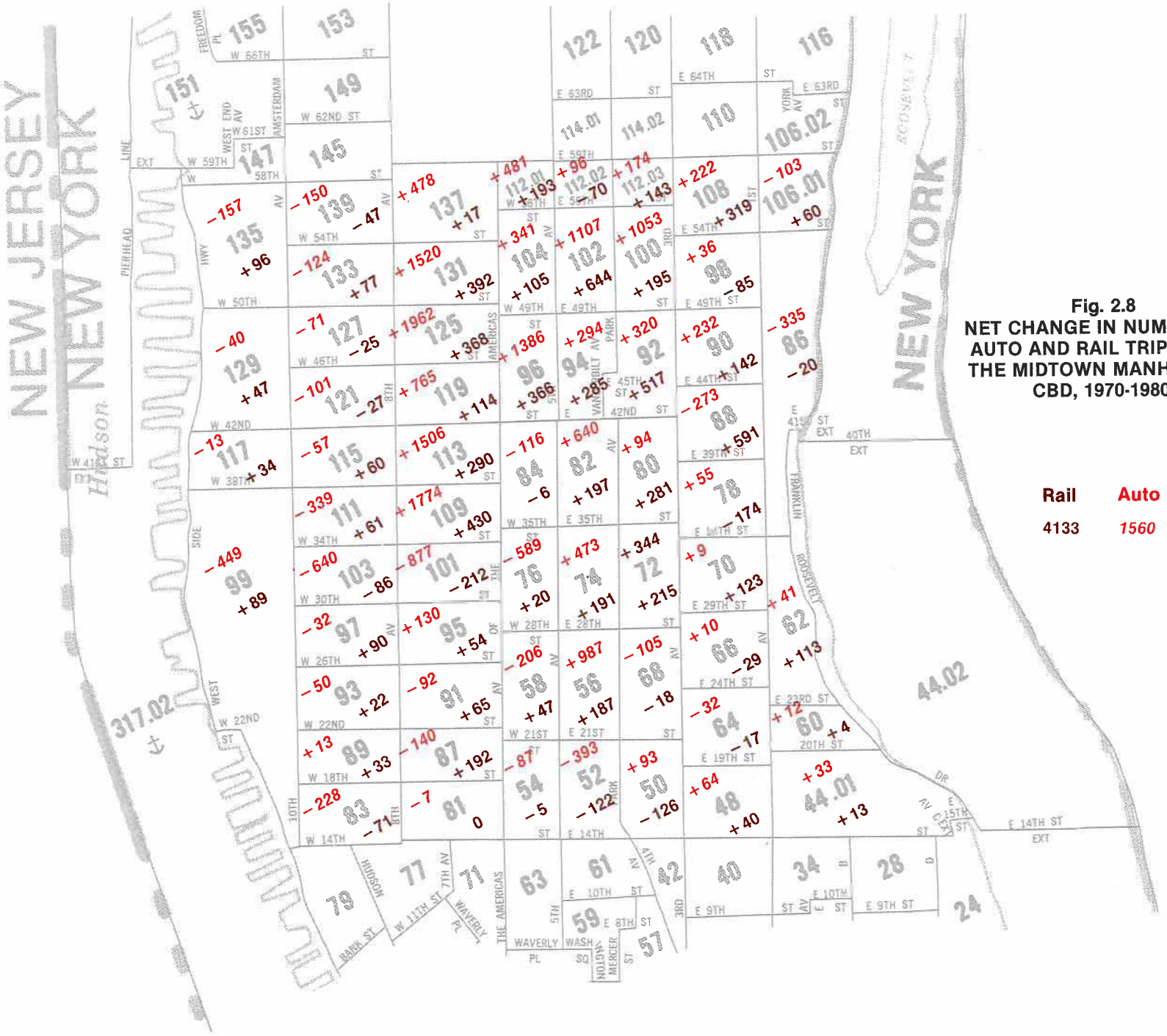


Fig. 2.8
NET CHANGE IN NUMBER OF AUTO AND RAIL TRIPS INTO THE MIDTOWN MANHATTAN CBD, 1970-1980

Fig. 2.9
NUMBER OF NASSAU-SUFFOLK WORKTRIPS INTO THE DOWNTOWN MANHATTAN CBD BY CENSUS TRACT, 1980

TABLE 2.11

Destinations of Manhattan, Queens and Brooklyn Residents Employed in Nassau-Suffolk by Zone of Origin and Mode of Travel 1970, 1980

Zone of Origin	County of Destination (No. of Trips)						Mode of Travel (% of Trips)*					
	Nassau		Suffolk		Bi-County		Auto		Bus/ Subway		Rail	
	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980
Manhattan	**3,677**	**3,488**	**860**	**1,046**	**4,537**	**4,534**	**62%**	**66%**	**21%**	**10%**	**14%**	**16%**
Below Canal St.	155	113	56	67	211	180	46	70	25	7	18	13
Canal to 14th St.	598	490	137	292	735	782	54	61	24	5	17	14
14th to 34th St.	412	421	98	173	510	594	65	60	16	10	13	15
34th to 59th St.	223	522	7	50	230	572	57	55	14	10	27	27
Above 59th St.	2,289	1,942	562	464	2,851	2,406	64	71	22	11	12	15
Queens	**42,903**	**43,544**	**5,325**	**4,542**	**48,228**	**48,086**	**83%**	**84%**	**12%**	**11%**	**3%**	**2%**
Bayside-Little Neck	3,062	2,745	246	315	3,308	3,060	90	90	6	4	2	2
Queens Village-Glen Oaks	7,903	10,010	575	711	8,478	10,721	90	86	6	8	0	5
Flushing	4,887	4,882	761	554	5,648	5,436	89	90	7	6	3	3
Laurelton-Springfield Gardens	4,217	5,389	269	567	4,486	5,956	82	83	12	11	1	2
Kennedy Airport-Rockaway Penninsula	3,578	3,158	202	108	3,780	3,266	75	66	21	30	1	0
LaGuardia Airport-Long Island City	1,362	1,339	601	249	1,963	1,588	71	84	19	8	6	5
Woodhaven-Richmond Hill	3,231	3,356	416	357	3,647	3,713	82	89	11	8	4	2
Jamaica-Hollis-St. Albans	4,326	2,919	366	291	4,692	3,210	73	65	23	28	3	5
Forest Hills-Kew Gardens	4,349	4,100	762	471	5,111	4,571	84	85	11	13	3	2
Jackson Heights-Elmhurst-Corona	4,212	4,147	589	704	4,801	4,851	81	86	11	7	6	6
Maspeth-Middle Village	1,776	1,499	538	215	2,314	1,714	82	96	9	2	3	0

TABLE 2.11 (Cont'd.)

Zone of Origin	County of Destination (No. of Trips)						Mode of Travel (% of Trips)*					
	Nassau		Suffolk		Bi-County		Auto		Bus/ Subway		Rail	
	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980	1970	1980
Brooklyn	**10,101**	**7,008**	**2,130**	**1,394**	**12,231**	**8,402**	**70%**	**79%**	**20%**	**9%**	**6%**	**9%**
Flatbush-Canarsie	2,573	2,582	502	392	3,075	2,974	77	83	16	8	4	7
Downtown Brooklyn	3,522	1,888	663	432	4,185	2,320	52	63	32	20	10	13
Bay Ridge-Borough Park	4,006	2,538	965	570	4,971	3,108	81	88	13	3	4	8
TOTAL	56,681	54,040	8,315	6,982	64,996	61,022						

* Note: Excludes trips by taxi, jitney, etc.

Source: U.S. Bureau of the Census

Commutation From Nassau-Suffolk to New York City. The recent growth of jobs on Long Island and the growing depth and diversity of the bi-county employment base curtailed the growth of bi-county commuters to Manhattan, Queens and Brooklyn. Between 1970 and 1980, the number of Nassau-Suffolk residents who commuted to jobs in these boroughs increased from 243,504 to 268,907, an increase of 25,403 or about 10%. The number of commuters originating in Nassau increased from 183,678 to 197,595, a gain of 13,917 or almost 8%. The number of commuters originating in Suffolk increased from 59,826 to 71,312, a gain of 11,486 or about 19%.

These gains are extremely modest, given the surge of new labor force entrants on Long Island. For example, from 1970 to 1980, Nassau's labor force increased from 587,880 to 655,584, a gain of 67,704 or almost 12%. Suffolk's resident labor force jumped from 404,201 to 574,338, a gain of 170,137 or about 42%.

As a result of the modest increase in outcommutation from Nassau-Suffolk to New York City, the ratio of outcommuters to total bi-county labor force participants actually declined between 1970 and 1980. In Nassau, this ratio declined from 31.2% to 30.1%. In Suffolk it declined from 14.8% to 12.4%.

This ratio is likely to decline even more in coming years. Long Island Regional Planning Board projections indicate that 162,000 jobs are likely to be created on Long Island during the 1980s but that only 48,000 new workers are expected to enter the bi-county labor force. In effect, more than three jobs will be created for every new worker during the 1980s and the labor surplus of the 1970s will be transformed into a labor shortage during the 1980s. Therefore, Long Island residents will increasingly be able to find employment within Nassau and Suffolk Counties. The anticipated proliferation of jobs in sophisticated business services will draw some financial and management personnel who cur-

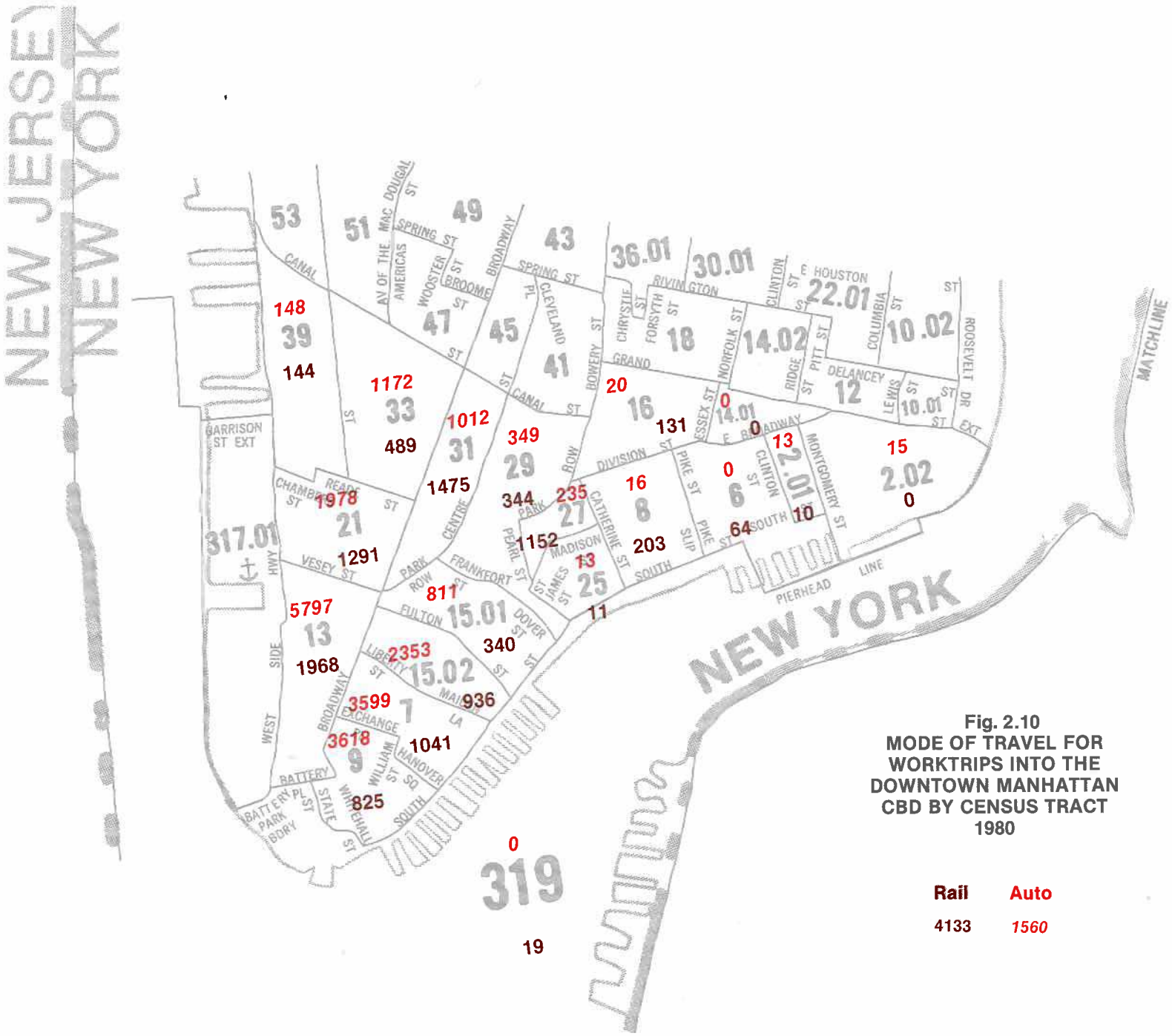


Fig. 2.10
MODE OF TRAVEL FOR WORKTRIPS INTO THE DOWNTOWN MANHATTAN CBD BY CENSUS TRACT 1980

Rail	Auto
4133	*1560*

rently work in Manhattan back to Long Island. While the crush of automobiles traveling Long Island highways in the direction of New York City during morning rush hours will not disappear in coming years, commuter pressure in this direction will probably not increase. In fact, automobile congestion may be significantly ameliorated if some of these trips can be siphoned off by the Long Island Railroad and by greater utilization of carpools.

Commutation From New York City to Nassau-Suffolk. Despite the rapid growth of jobs on Long Island, reverse commutation from Manhattan, Queens and Brooklyn to Nassau-Suffolk failed to increase between 1970 and 1980. In fact, the number of reverse commuters from these boroughs to Nassau-Suffolk actually declined slightly. The decline reflected a falloff in reverse commutation from Brooklyn. The number of commuters from Brooklyn to Nassau-Suffolk declined from 12,231 in 1970 to 8,402 in 1980. By contrast, the number of reverse commuters from Manhattan held constant at about 4,500. The number of reverse commuters from Queens held constant at about 48,000.

There are a number of explanations for the failure of reverse commutation from New York City to increase as expected. For example, much of the recent job growth has occurred in western Suffolk. It is likely that some New York City residents employed in Suffolk moved to Long Island during the 1970s to be closer to their jobs. New York City residents also had the option of working in Manhattan's booming office sector instead of reverse commuting to Long Island jobs.

Given current projections of labor force and job growth on Long Island, reverse commutation from New York City to Nassau-Suffolk should increase considerably in coming years. As long as affordable housing remains available, those New York City residents employed on Long Island will attempt to move to Long Island. Once it costs more to move to Long Island than to commute from New York City, they will choose to commute thereby causing added road congestion in the reverse direction. Therefore, to assure that Long Island's job base will grow as projected, affordable housing as well as better public transportation in the reverse direction will be needed.

Chapter 3....

Concentration of Employment Analysis - Methodology

In order to better understand commuting patterns on Long Island, it is necessary to identify major employment concentrations. The data to accomplish this was derived from the *1980 Urban Transportaiton Planning Package* (UTPP). Local information was used to provide a check on the reliability of the data and to aid in its analysis.

The Urban Transportation Planning Package provides tabulations at the **census tract** and **block group** levels for workers by place of residence and place of work. The census tract level was used as the basis for much of this analysis. Block groups are much harder to identify than census tracts and the accuracy of the data is questionable.

The first step in working with the data was to check it for reliability. Different types of employment were checked using different sources.

Commercial employment was checked against the *1977 Census of Retail Trade.* This source contains data for **Major Retail Centers** (such as malls) and total retail employment in incorporated villages with a population of more than 2,500 people. From this one source alone, it can be seen that several large shopping centers had been allocated to the wrong census tract and in one case the wrong town. Shopping centers are a problem because they usually do not have a street address and are, therefore, hard to code into a specific census tract. Examples of shopping centers which were incorrectly coded are:

- Green Acres Mall
- Roosevelt Field
- Sunrise Mall
- Gardiner Manor Shopping Center
- South Shore Mall
- Sun Vet Mall
- Smithaven Mall

The error in these shopping centers alone amount to over 15,500 jobs. Another check on commercial employment was the *Commercial Development Analyses–1982* by the Long Island Regional Planning Board. This report contains data on office buildings, shopping centers and hotel/motel development. The office space section was invaluable in checking employment produced by major office buildings.

Several sources were available to check industrial employment. The *1977 Census of Manufacturers* was useful in pinpointing industrial jobs as was the *Industrial Location Analyses–1980* by the Long Island Regional Planning Board. This study verifies that approximately 13,000 workers were incorrectly placed in Farmingdale when they actually worked in East Farmingdale. This error is, therefore, reflected in the Town of Oyster Bay and Nassau County, being 13,000 workers too high and the Town of Babylon and Suffolk County, being 13,000 workers too low. Other sources used to check industrial employment were the *1981 Directory of Manufacturers* by the Nassau County Department of Commerce and Industry and the Suffolk County Department of Economic Development; and the *New Plants and Expansions newsletter* produced by the Long Island Lighting Company.

The number of service workers was found in the *1977 Census of Service Industries.* While no discrepancies were found using this source, it was added to the total employment to check area totals.

The Long Island/Business Research Bureau maintains a list of major employers as does the Long Island Regional Planning Board. These lists showed several major employers which were erroneously coded to adjacent census tracts. These included Central Islip and Kings Park Psychiatric Centers, Brookhaven Memorial Hospital, the State University of New York at Stony Brook and Entenmanns Bakery.

Nassau and Suffolk County civil service employment was also used as a source for checking numbers. Because Suffolk County buildings do not usually have addresses, they were sometimes coded in the wrong census tract and in two cases the adjacent tract was in the wrong town. This occurred with the H. Lee Dennison Building and the New York State Office Building, both in Hauppauge, and the Riverhead County Center which is actually in Southampton Town.

One other source used was public school employment. While individual school employment is relatively small, schools do provide some employment to a great many census tracts. One census tract in Hauppauge contains the high school and junior high school, but was reported as having no workers.

The 1970 and 1980 journey to work data was compared at the census tract level. This pinpointed discrepancies between the two census years.

The sum of these previously mentioned data sources served as a general indication of the accuracy of the census data when the 1980 tract data was aggregated to the *Census Designated Place* (CDP) level. For the most part, the data checked out very well. Errors in the data were generally related to large postal districts, many of which crossed town and community boundaries. Data for the five eastern Suffolk County towns were of little use since the data was poorly allocated, or not allocated at all. The poor allocation was mainly due to rural postal delivery, which omits street addresses, and the extensive use of post office boxes.

Knowing the limitations of the data, it is now much easier to accurately define employment centers. The census tract level is clearly not accurate enough to be used as defining employment concentrations. For this reason groupings of census tracts were used. The easiest way to group tracts is to group them into the *Census Designated Places* (CDP's). This has the added feature of providing these groupings with a recognizable place name. It also provides data that is easily checked and found to be much more accurate. An unexpected advantage to grouping by place was that many workers, especially in New York City, were not coded to their census tract of work but were coded to their place of work. This improved the count of workers by place of work, which was significant in western Nassau County.

Although the accuracy of the data was much improved by using CDP's as the basis of the study, there were still some obvious inconsistencies in some areas. In order to maintain the integrity of the data, several employment centers are comprised of two or three CDP's. These groupings tended to approximate those postal districts which were found to have had coding errors. Three employment centers were designated to reflect unofficially recognized clusters. These include

- Great Neck peninsula
- Port Washington peninsula
- the Five Towns area of Cedarhurst, the Hewletts, Inwood, Lawrence and Woodmere.

There were thirty-two employment centers designated, each providing jobs for at least 10,000 workers. These employment centers account for almost two-thirds of all the jobs on Long Island. Nassau County contains nineteen of the employment

centers; Suffolk County has twelve, and there is one located in both counties. Appendix table 3.1 contains the employment center rankings.

A map was made for each employment center. These maps used census tracts as a base to show the origin of workers who come to that employment center. Unlike the destination data, which had serious problems coding jobs to census tracts, the origin data was much more accurate at the census tract level.

The 32 Major Employment Centers are shown on Figure 3.1. The individual maps follow page 71.

Job Growth in Major Employment Centers

The Journey to Work data on a tract basis from the 1970 and 1980 census has been allocated into the 1980 community and employment center areas to provide some idea of the magnitude of change in jobs in the areas with the largest amount of employment. At least 3/4 of all the growth has occurred in the 1980 employment centers. Of the thirty-two largest employment areas in 1980, all but two, **Hempstead** and **Bethpage**, experienced growth in the decade. The major employer in **Bethpage** is Grumman and the decline in employment there created the community loss. The Village of Hempstead sustained office and commercial abandonments which resulted in an 8.2% loss of jobs. The following table summarizes the job growth in both county's employment centers.

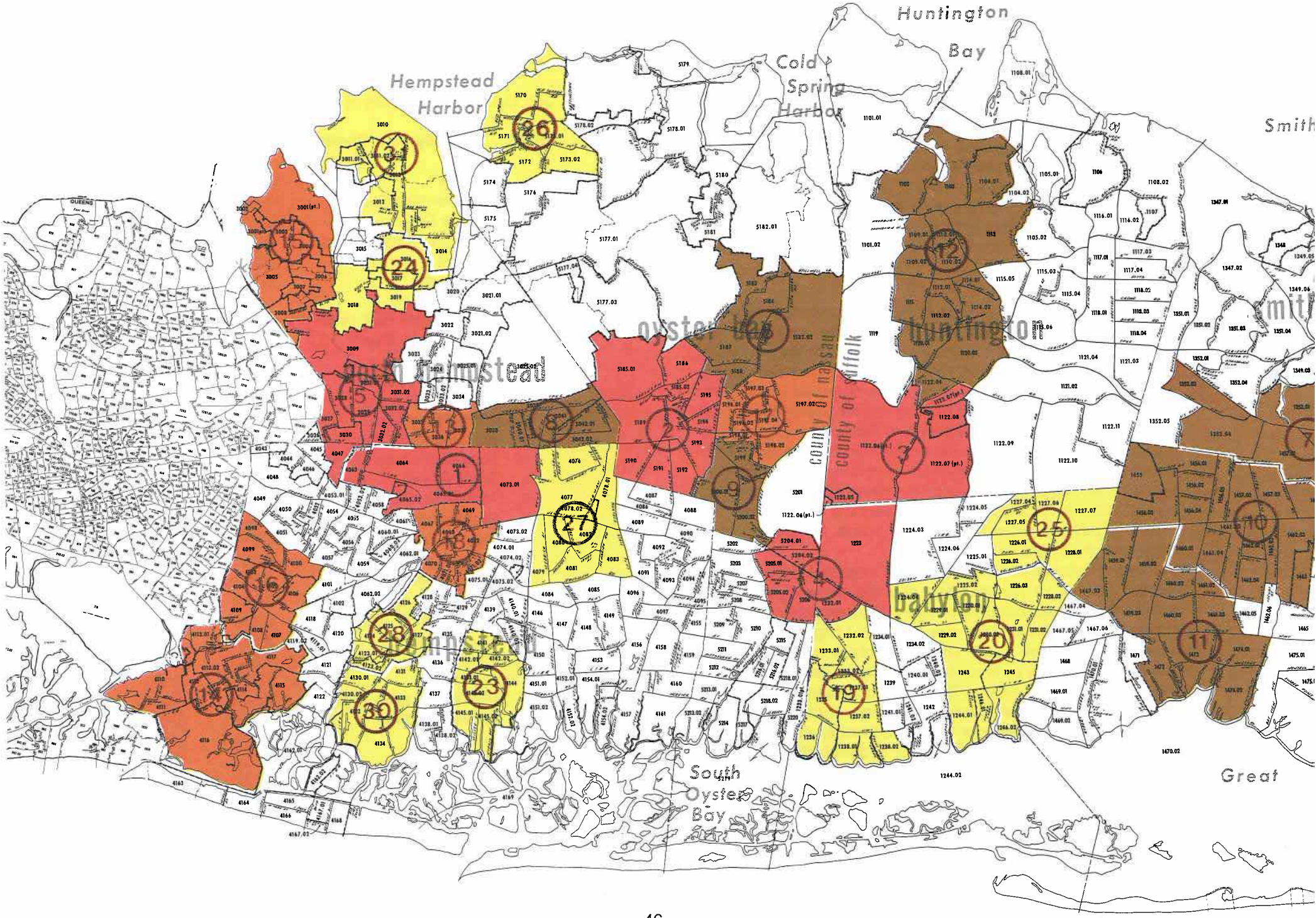
Table 3.1 shows that **Melville** is the area that has by far the largest amount of job increase and the highest percentage growth which is attributable to large office complexes that have made **Melville** the number one area on Long Island in total square feet of office space. On a percentage basis there were more Suffolk County communities in the upper growth rate. However, in total number of jobs, Nassau County communities, such as **Syosset-Woodbury, Garden City Area, Hicksville-Jericho** and the **Lake Success-New Hyde Park area,** each added approximately 9,000 to 11,000 jobs. The **Syosset-Woodbury** area added office jobs to an existing industrial base. Industrial and retail development in the **Garden City area** was supplemented by extensive office growth. The **Lake Success-New Hyde Park Area** also experienced a significant amount of office growth with some industrial expansion.

TABLE 3.1

Job Growth (1970-1980) in Major Employment Centers

Rank	Employment Center	Number	Percent
1.	Melville*	19,103	196.0
2.	Syosset–Woodbury	11,339	85.5
3.	Garden City Area	10,625	36.4
4.	Bohemia–Ronkonkoma*	9,425	107.3
5.	Hicksville–Jericho	9,238	34.6
6.	Hauppauge*	9,051	57.3
7.	Lake Success–New Hyde Park Area	8,942	42.8
8.	Farmingdale Area*	8,696	36.5
9.	Mineola	8,014	71.7
10.	Westbury Area	7,979	59.5
11.	Bay Shore Area	7,599	57.1
12.	Great Neck Area	7,208	69.3
13.	Port Jefferson Area*	6,572	114.3
14.	Manhasset Area	6,295	92.1
15.	Stony Brook	5,624	124.3
16.	Amityville Area	5,357	62.4
17.	Brentwood–Central Islip	4,954	31.0
18.	Five Towns	4,372	31.7
19.	Babylon Area	4,065	39.8
20.	Valley Stream Area	3,813	30.3
21.	Huntington Area	3,782	17.2
22.	East Meadow Area	3,766	48.4
23.	Oceanside	3,680	54.0
24.	Plainview	3,612	29.5
25.	Glen Cove	3,517	41.6
26.	Port Washington Area	3,342	48.8
27.	Rockville Centre	3,022	38.2
28.	Freeport	2,912	28.1
29.	Deer Park	2,520	25.3
30.	Patchogue Area	1,845	15.9
31.	Hempstead	– 1,359	– 8.2
32.	Bethpage	– 2,603	– 10.9

* Employment Center boundaries have been adjusted to 1970 census tract boundaries to allow comparisons.


Huntington Bay
Hempstead Harbor
Cold Spring Harbor
Oyster Bay
Huntington
Hempstead
County of Suffolk
County of Nassau
South Oyster Bay
Great

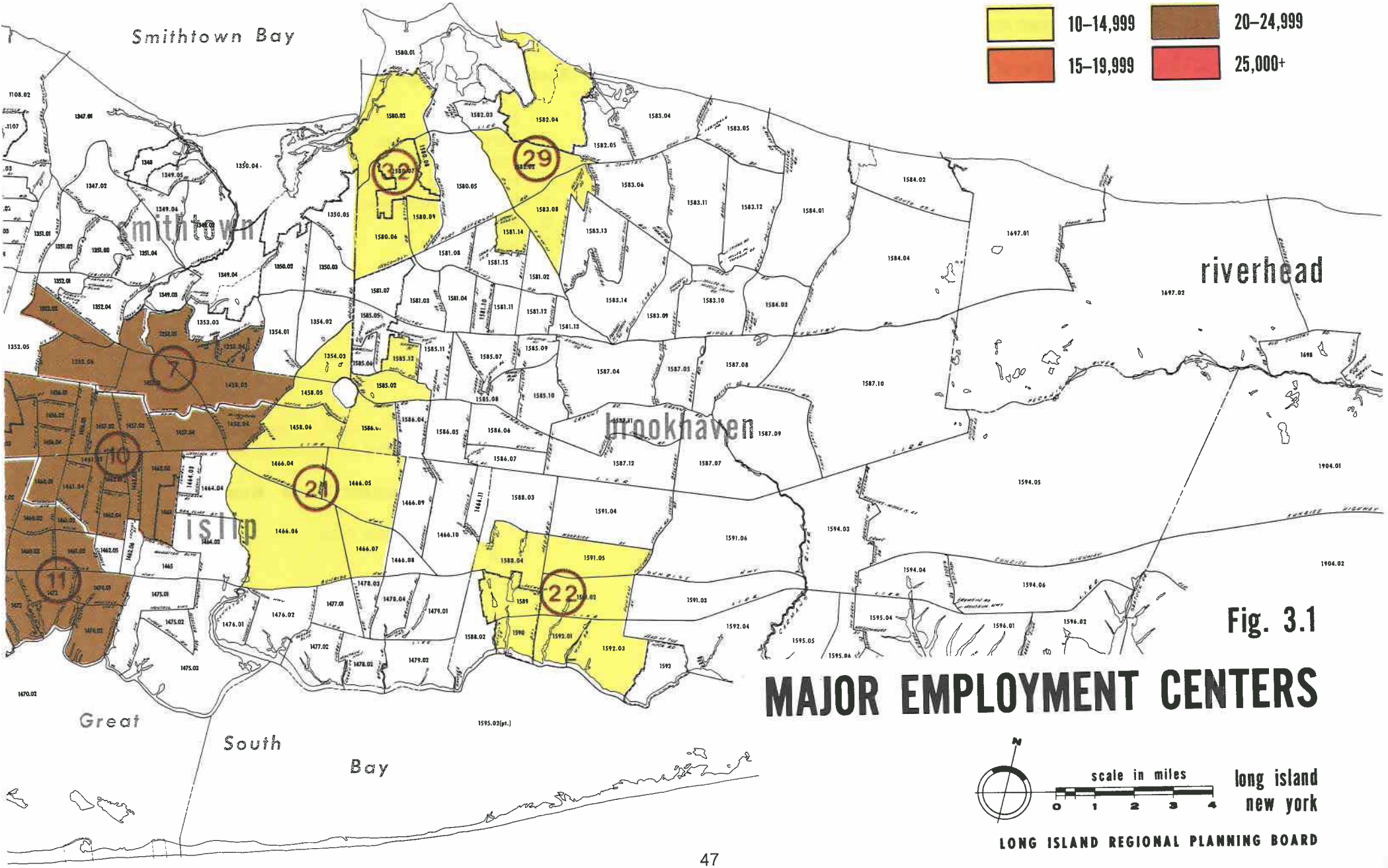


Fig. 3.1

MAJOR EMPLOYMENT CENTERS

Suffolk communities with very high percentage growth after **Melville** included **Stony Brook, Port Jefferson Area, Bohemia-Ronkonkoma** and the **Amityville Area.** There were different types of job growth in all of these locations. The institutional jobs at **Stony Brook** were supplemented by more insitutional jobs with the opening of the Stony Brook Health Science Center. The **Port Jefferson Area** had a combination of jobs, but added new retail and offices to the existing employment. The **Bohemia-Ronkonkoma** area expanded transportation related jobs and added extensive industrial growth plus some office growth. The **Amityville Area,** with an existing industrial and retail base, experienced industrial expansion.

Industry of Employment in Major Employment Centers

The Journey to Work data summarized the industry of employment of all workers. This information has been placed in seven general categories in order to analyze the type of jobs that exist in each of the major work places. Appendix Table 3.1 lists the thirty-two largest employment centers and provides the total number of workers and the seven major categories of employment in each center.

Industrial employment which includes manufacturing and wholesale trade is often one of the higher paying occupations. There are a few communities which are very dependent on industrial jobs. Table 3.2 indicates the employment centers with the largest percentage of industrial jobs.

The Grumman facility at **Bethpage** accounts for most of the 70% of that community's jobs that are industrial related. The **Farmingdale Area** and **Deer Park** also have more than half of their jobs in the industrial category. Table 3.3 ranks the industrial jobs by order of magnitude.

The **Farmingdale Area** appears at the top of this list with over 16,000 industrial jobs. The overwhelming proportion of these jobs are in the community of East Farmingdale, which is identified in the *1980 Industrial Location Analyses* done by the Long Island Regional Planning Board as the area with the largest amount of industrially zoned land used for industrial purposes.

TABLE 3.2

Major Employment Centers with Highest Percentage of Industrial Jobs

Rank	Employment Center	Percent
1	Bethpage	70.9
2	Farmingdale Area	56.3
3	Deer Park	50.2
4	Hauppauge	47.3
5	Bohemia-Ronkonkoma	41.9
6	Plainview	40.7
7	Melville	38.9
8	Glen Cove	38.6
9	Lake Success-New Hyde Park Area	34.6
10	Syosset-Woodbury	31.6

TABLE 3.3

Major Employment Areas with Highest Number of Industrial Jobs

Rank	Employment Center	Number
1	Farmingdale Area	16,485
2	Bethpage	14,330
3	Melville	11,859
4	Hauppauge	11,087
5	Hicksville-Jericho	8,946

Melville and **Hicksville-Jericho** have a high number of industrial jobs. However, the mix of jobs in both of these areas places them lower on the list in terms of percentage of industrial jobs. Communities such as Stony Brook, East Meadow and the Manhasset area, have the least amount of industrial jobs with all having a figure of 5% or less.

The *Retail* category includes retail trade and personal services. Table 3.4 indicates the employment centers with the highest percent of retail jobs.

TABLE 3.4

Major Employment Centers with Highest Percentage of Retail Jobs

Rank	Employment Center	Percent
1	Five Towns	34.2
2	Valley Stream Area	30.2
3	Huntington Area	28.0
4	Babylon Area	28.0
5	Manhasset Area	27.1
6	Oceanside	26.8
7	Garden City Area	26.5
8	Bay Shore Area	24.7
9	Patchogue Area	22.9
10	Hicksville–Jericho	22.8

The **Five Towns** area in southwestern Nassau County has more than one-third of all jobs in the retail category.

The next group on the list, **Valley Stream, Huntington, Babylon** and **Manhasset Areas,** all have major shopping centers that contribute a large amount of retail jobs to the overall employment base. If you can compare total numbers of retail jobs, you obtain a very different picture, except for the Huntington area. Table 3.5 shows the absolute number of retail jobs in the five largest concentrations of retail employment.

The **Garden City Area** is far ahead of other locations since it includes Roosevelt Field Shopping Center, which is the largest on Long Island and the Garden City business district, which is one of the few central business districts that acts as a regional commercial center. **Hicksville-Jericho** includes large commercial centers, such as the Plaza at Mid-Island and the largest Sears facility on Long Island. The **Huntington Area** contains the Walt Whitman Shopping Center, the Huntington central business district and various community centers.

The employment centers that have the least reliance on retail jobs are **Bethpage, Hauppauge** and **Melville.** Less than 10% of the employment in these areas is in the retail category.

TABLE 3.5

Major Employment Centers with Highest Number of Retail Jobs

Rank	Employment Center	Number
1	Garden City Area	9,589
2	Hicksville–Jericho	7,643
3	Huntington Area	5,626
4	Bay Shore Area	5,056
5	Westbury Area	4,353

The *Finance-Business-Professional* category includes

- professional and related services
- business and repair services
- finance and real estate

The largest proportion of these jobs was oriented so that an employment center with a large concentration of these jobs is expected to have a large proportion of office or institutional uses. Table 3.6 ranks those areas with higher percentage of such jobs.

TABLE 3.6

Major Employment Centers with Highest Percentage of Finance/Business/Professional

Rank	Employment Center	Percent
1	Stony Brook	71.4
2	East Meadow Area	56.1
3	Rockville Centre	55.1
4	Manhasset Area	52.8
5	Brentwood–Central Islip	52.3
6	Great Neck Area	50.2
7	Port Jefferson Area	49.7
8	Huntington Area	42.9
9	Melville	42.1
10	Mineola	41.9

The **Stony Brook** community leads the list with more than 70% of the jobs in the finance-business-professional category. The professional jobs at the State University and the Health Science Center account for the bulk of the employment. **East Meadow Area, Rockville Centre,** the **Manhasset Area,** and **Brentwood-Central Islip** follow. All of them have hospitals in the community or nearby and as a result, have a high proportion of professional jobs and related office jobs. **East Meadow** contains the Nassau Medical Center. **Rockville Centre** has offices and nearby South Nassau Community Hospital. The **Manhasset Area** has North Shore Hospital and a branch of Long Island Jewish Hospital, and the communities of **Brentwood** and **Central Islip** each have State Psychiatric Centers. At the other end of the scale are the **Bethpage, Farmingdale Area,** and **Deer Park** employment centers, which are heavily industrialized and have the lowest percentage of office type jobs. Table 3.7 gives the absolute number of office type jobs in the major employment centers.

TABLE 3.7

Major Employment Centers with Highest Number of Finance/Business/Professional Jobs

Rank	Employment Center	Number
1	Garden City Area	14,132
2	Melville	12,840
3	Brentwood–Central Islip	10,794
4	Syosset–Woodbury	9,053
5	Hicksville–Jericho	8,966

Only the **Brentwood-Central Islip Area** was in the top five in both lists. That is because the State hospital jobs in 1980 produced not only a large amount of employment, but because there is a small amount of other employment.

The **Garden City Area** has over 14,000 office type jobs. The large office complexes within the Village and at Roosevelt Field, Adelphi University, Nassau Community College and the Nassau County Offices account for much of the job total. **Melville** has the largest number of square feet of private office space and is second on the list of jobs in the finance/business/professional category.

Table 3.8 shows that **Mineola** has the highest percentage of *Public Administration* jobs followed by **Hauppauge, Hempstead, Patchogue Area** and **East Meadow Area.** All of these locations have some type of Governmental offices. The **Mineola Area** has some Nassau County offices, even though the largest number are found in the adjacent Village of Garden City. It appears that some of the jobs that are actually in Garden City are attributed to Mineola, since the main County Center buildings use a Mineola Post Office.

Hauppauge contains State and County offices, while the Village of Hempstead contains not only Village facilities, but a large proportion of the Town of Hempstead public sector jobs. The **Patchogue Area,** in addition to the Village administration, also contains most of the Town of Brookhaven employment and the **East Meadow Area** contains the Nassau County Jail, in addition to the Medical Center.

TABLE 3.8

Major Employment Centers with Highest Percentage of Public Administration Jobs

Rank	Employment Centers	Percent
1	Mineola	18.8
2	Hauppauge	13.6
3	Hempstead	11.9
4	Patchogue Area	8.5
5	East Meadow Area	7.4
6	Garden City Area	6.6
7	Stony Brook	5.7
8	Freeport	5.6
9	Babylon Area	5.1
10	Brentwood–Central Islip	5.1

The major employment centers that have the highest percentage of *Transportation/Utility* jobs are indicated in Table 3.9.

The **Hicksville-Jericho** area, **Hempstead,** and the **Port Jefferson Area,** which have more than 10% of the total employment in this category, have Long Island Lighting Company facilities or New York Telephone installations.

TABLE 3.9

Major Employment Centers with Highest Percentage of Transportation/Public Utilities Jobs

Rank	Employment Centers	Percent
1	Hicksville–Jericho	15.5
2	Hempstead	11.9
3	Port Jefferson Area	11.3
4	Patchogue Area	9.9
5	Five Towns	9.4
6	Deer Park	8.1
7	Bohemia–Ronkonkoma	8.1
8	Babylon Area	8.1
9	Oceanside	7.9
10	Amityville Area	7.4

Construction jobs do not represent a large proportion of the total employment. However, there are a few areas that have some concentration of this type of employment. Table 3.10 lists the top 10 in this category.

The **Valley Stream Area** is at the top of the list since it is the home base of one of the largest construction firms on Long Island.

TABLE 3.10

Major Employment Centers with Highest Percentage of Construction Jobs

Rank	Employment Centers	Percent
1	Valley Stream Area	7.4
2	Freeport	6.7
3	Port Washington Area	6.2
4	Bohemia–Ronkonkoma	5.7
5	Deer Park	5.1
6	Hicksville–Jericho	4.9
7	Manhasset Area	4.6
8	Bay Shore Area	4.5
9	Mineola	4.3
10	Amityville Area	4.3

There is one final group of jobs shown in Appendix 3.1 which is labeled other jobs. Other includes

- mining
- agriculture
- forestry
- fishing
- entertainment and recreation
- armed forces

Most of the employment centers have only a few hundred jobs in this category. Only the entertainment and recreation category accounts for any significant employment and that is found mainly in the Garden City area, which contains Roosevelt Raceway and the Nassau Coliseum.

Mode of Travel to Employment Centers

An important aspect of the Journey to Work is the *mode of travel* used. The four major modes are

- auto
- rail
- bus/subway
- other

Table 3.11 summarizes the extent that these modes are used to the 32 employment centers. Persons who used more than one means of transportation to work were asked to report the one used for the longest distance during the work trips. If a person used different means of transportation on different days they were asked to specify the one used most often.

As expected, the **automobile** is the dominant means of travel to work, accounting for 90% of the work trips to Long Island's employment centers. Workers traveling to Suffolk County centers were more dependent on the automobile than their Nassau County counterparts with 93% and 88% using autos, respectively. Seven of the ten employment centers having the highest percentage of workers using automobiles are in Suffolk while the nine centers having the lowest percentage are in Nassau. Four of the top five centers by percent of persons using autos are clustered around the Nassau-Suffolk border. These four centers alone account for over 105,000 workers depending on autos to get into this area. This certainly justifies the improvement of the Long Island Expressway as it approaches the county line and especially to the east of the county line where service roads are sporadic or nonexistent. The **Five-towns** area stands out as having the least automobile oriented workers of any employment center with only 77.5% of the people working there using autos to get to work.

There was a very small number of workers using the *Long Island Railroad* to get to their Long Island jobs. Less than one percent of the people working on Long Island used the railroad to get to their jobs. The figure for Nassau was twice what it was for Suffolk. The highest percentage of workers in an employment center using the railroad was 2% in **Mineola** and **Rockville Centre.** The **Garden City Area** had the greatest number of rail commuters with 504 followed by **Mineola, Hicksville-Jericho, Great Neck Area** and the **Five-towns** all having between 300 and 400 incoming workers using the railroad. The small number of rail commuters is the result of most suburban jobs not being located near train stations and the scheduled service being heavily skewed towards New York City. It is evident that the railroad will continue to play a minor role in providing access to the places of work on Long Island with planned railroad improvements being a greater benefit to Long Island residents working in New York City and not the other way around. Better schedules and an additional track should be considered to serve Long Island employment centers with rail access.

The railroad does not serve minorities to a great extent. About three quarters of all Nassau-Suffolk residents using the railroad to get to work are male. Nassau black and hispanics comprise only 6.3% of the railroad users but make up 9.2% of the total workers. Suffolk blacks and hispanics make more use of the railroad than Nassau's. In Suffolk 10.4% of railroad users are black and hispanic while they comprise 8.9% of the workers.

Bus and Subway service account for 15,300 workers or 2.6% commuting to Long Island employment centers. This is a little over three times the number accomodated by the railroad. Most of these trips are by bus although because of the way the census question was posed some multimodal commuters using the subway for part of their trip would be classified as coming to work on Long Island by subway. **Garden City Area, Lake Success-New Hyde Park Area, Five-Towns** and **Hempstead** all have over one thousand workers in the bus/subway category, with **Garden City Area** being the highest at 1,919. The Five-Towns area has the highest percentage of incoming workers using the bus or subway at 7.8%. This may be because of the proximity to the Far Rockaway subway station. Only 14% of the workers in the bus/subway category were commuting to Suffolk County employment centers. The 2,084 persons going to Suffolk County by bus/subway is a small number because the Suffolk Transit system was in its early stages when the 1980 census was conducted. Many new routes and new buses have been added to the system since 1980. The 1990 census will reflect the growth of this new system but the percentage of workers going to work in Suffolk County by bus will still be small relative to automobile users. Bus systems are important to Long Island because much of their ridership are lower income and other mass transit dependent people.

TABLE 3.11

Workers by Mode of Travel to Place of Work - 1980

Rank		Total	Auto		Rail		Bus & Subway		Other	
		Number	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	Garden City Area	37,780	35,303	88.7	504	1.3	1,919	4.8	2,054	5.2
2	Hicksville-Jericho	35,904	33,295	92.7	344	1.0	670	1.9	1,595	4.4
3	Melville	32,041	31,194	97.4	65	.2	277	.9	505	1.6
4	Farmingdale Area	31,534	30,036	95.2	220	.7	253	.8	1,025	3.3
5	Lake Success-N.H.P. Area	29,813	25,889	86.8	228	.8	1,466	4.9	2,230	7.5
6	Syosset-Woodbury Area	24,607	23,268	94.6	186	.8	87	.4	1,066	4.3
7	Hauppauge	23,989	23,408	97.6	54	.2	127	.5	400	1.7
8	Westbury Area	21,378	19,607	91.7	99	.5	527	2.5	1,145	5.4
9	Bethpage	21,309	20,668	97.0	30	.1	31	.1	580	2.7
10	Brentwood-Central Islip	20,960	19,809	94.5	35	.2	143	.7	973	4.6
11	Bay Shore Area	20,685	19,114	92.4	64	.3	292	1.4	1,215	5.9
12	Huntington Area	20,535	18,405	89.6	74	.4	256	1.2	1,800	8.8
13	Mineola	19,198	16,593	86.4	386	2.0	871	4.5	1,348	7.0
14	5-Towns	18,182	14,094	77.5	301	1.7	1,413	7.8	2,374	13.1
15	Great Neck Area	17,606	14,346	81.5	334	1.9	803	4.6	2,123	12.1
16	Valley Stream Area	16,407	13,885	84.6	192	1.2	668	4.1	1,662	10.1
17	Plainview	15,845	14,431	91.1	71	.4	239	1.5	1,104	7.0
18	Hempstead	15,253	12,851	84.3	116	.8	1,007	6.6	1,279	8.4
19	Amityville Area	14,946	13,329	89.2	169	1.1	216	1.4	1,232	8.2
20	Babylon Area	14,795	13,654	91.7	33	.2	124	.8	1,074	7.3
21	Bohemia-Lake Ronkonkoma	14,409	13,197	91.6	61	.4	191	1.3	960	6.7
22	Patchogue Area	13,577	12,627	93.0	55	.4	148	1.1	747	5.5
23	Freeport	13,270	10,911	82.2	65	.5	842	6.3	1,452	10.9
24	Manhasset Area	13,127	11,498	87.6	182	1.4	497	3.8	950	7.2
25	Deer Park	12,462	11,695	93.8	21	.2	155	1.2	591	4.7
26	Glen Cove	11,965	10,451	87.3	92	.8	216	1.8	1,206	10.1
27	East Meadow Area	11,551	9,895	85.7	20	.2	501	4.3	1,135	9.8
28	Rockville Centre	10,933	8,992	82.2	215	2.0	624	5.7	1,102	10.1
29	Port Jefferson Area	10,657	9,982	93.7	12	.1	20	.2	643	6.0
30	Oceanside	10,501	8,771	83.5	163	1.6	470	4.5	1,097	10.4
31	Port Washington Area	10,194	8,616	84.5	165	1.6	112	1.1	1,301	12.8
32	Stony Brook	10,149	8,711	85.8	91	.9	135	1.3	1,212	11.9
	TOTAL	597,562	538,435	90.1	4,647	.8	15,300	2.6	39,180	6.6

TABLE 3.11

Workers by Mode of Travel to Place of Work - 1980

Rank		Total	Auto		Rail		Bus & Subway		Other	
		Number	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	Garden City Area	37,780	35,303	88.7	504	1.3	1,919	4.8	2,054	5.2
2	Hicksville-Jericho	35,904	33,295	92.7	344	1.0	670	1.9	1,595	4.4
3	Melville	32,041	31,194	97.4	65	.2	277	.9	505	1.6
4	Farmingdale Area	31,534	30,036	95.2	220	.7	253	.8	1,025	3.3
5	Lake Success-N.H.P. Area	29,813	25,889	86.8	228	.8	1,466	4.9	2,230	7.5
6	Syosset-Woodbury Area	24,607	23,268	94.6	186	.8	87	.4	1,066	4.3
7	Hauppauge	23,989	23,408	97.6	54	.2	127	.5	400	1.7
8	Westbury Area	21,378	19,607	91.7	99	.5	527	2.5	1,145	5.4
9	Bethpage	21,309	20,668	97.0	30	.1	31	.1	580	2.7
10	Brentwood-Central Islip	20,960	19,809	94.5	35	.2	143	.7	973	4.6
11	Bay Shore Area	20,685	19,114	92.4	64	.3	292	1.4	1,215	5.9
12	Huntington Area	20,535	18,405	89.6	74	.4	256	1.2	1,800	8.8
13	Mineola	19,198	16,593	86.4	386	2.0	871	4.5	1,348	7.0
14	5-Towns	18,182	14,094	77.5	301	1.7	1,413	7.8	2,374	13.1
15	Great Neck Area	17,606	14,346	81.5	334	1.9	803	4.6	2,123	12.1
16	Valley Stream Area	16,407	13,885	84.6	192	1.2	668	4.1	1,662	10.1
17	Plainview	15,845	14,431	91.1	71	.4	239	1.5	1,104	7.0
18	Hempstead	15,253	12,851	84.3	116	.8	1,007	6.6	1,279	8.4
19	Amityville Area	14,946	13,329	89.2	169	1.1	216	1.4	1,232	8.2
20	Babylon Area	14,795	13,654	91.7	33	.2	124	.8	1,074	7.3
21	Bohemia-Lake Ronkonkoma	14,409	13,197	91.6	61	.4	191	1.3	960	6.7
22	Patchogue Area	13,577	12,627	93.0	55	.4	148	1.1	747	5.5
23	Freeport	13,270	10,911	82.2	65	.5	842	6.3	1,452	10.9
24	Manhasset Area	13,127	11,498	87.6	182	1.4	497	3.8	950	7.2
25	Deer Park	12,462	11,695	93.8	21	.2	155	1.2	591	4.7
26	Glen Cove	11,965	10,451	87.3	92	.8	216	1.8	1,206	10.1
27	East Meadow Area	11,551	9,895	85.7	20	.2	501	4.3	1,135	9.8
28	Rockville Centre	10,933	8,992	82.2	215	2.0	624	5.7	1,102	10.1
29	Port Jefferson Area	10,657	9,982	93.7	12	.1	20	.2	643	6.0
30	Oceanside	10,501	8,771	83.5	163	1.6	470	4.5	1,097	10.4
31	Port Washington Area	10,194	8,616	84.5	165	1.6	112	1.1	1,301	12.8
32	Stony Brook	10,149	8,711	85.8	91	.9	135	1.3	1,212	11.9
	TOTAL	597,562	538,435	90.1	4,647	.8	15,300	2.6	39,180	6.6

Bus transportation is very important in serving minorities for their journey to work. In Nassau County blacks accounted for 26.7% of all residents who used a bus as their primary mode of transportation to work. Of all black workers in Nassau County, 10.8% depended on a bus to get to work. This percentage is four times as high for blacks as it is for all workers in Nassau County. Suffolk County blacks also account for a disproportionately large share of bus ridership with 13.8% of the total. Although females account for about 40% of all workers in Nassau-Suffolk, they account for 62.7% of bus users in Nassau and 63.8% in Suffolk. Hispanics account for 8.2% of bus users in Nassau as opposed to 3.1% of all workers. Hispanic bus useage in Suffolk is near the norm for all workers.

The *other* category includes persons who walk to work, ride a bike or motorcycle to work or work at home. This category accounts for 39,180 or 6.6% of those working on Long Island. Most of the people in the other category live in the same employment area in which they work. Nine of the top ten areas by percent are in Nassau County with the Five-Towns area being the highest at 13.1%.

Carpooling

There has been a trend towards a greater use of carpooling. Park and ride centers have been constructed at many Long Island Expressway interchanges to encourage more ride sharing. Table 3.12 shows the mode of travel of Long Island residents and the proportion of workers who carpool as compared to the other modes.

In the region the number of workers who carpool amounts to more than all other modes except driving alone. In Nassau County, more workers use public transportation than carpool, but the figures are sharply reversed in Suffolk County where there is a lower density of population and less accessibility to public transportation.

Generally, carpoolers have lower incomes than their counterparts who drive alone. The major exception is white carpoolers in Suffolk County who have a median income greater than whites who drive alone. The median incomes for most minority groups were about $2,000 less for carpoolers than for those who drove alone. Truck and van pools seem to better serve lower income minorities in Suffolk. The median worker incomes for Black and Hispanic truck and van carpoolers, in Suffolk, were 58.3% and 52.1%, respectively, of what they were for those who drove alone.

All minority groups make greater use of carpooling than whites. In Nassau County one-fifth of all white workers, using cars, trucks or vans as the principle mode of transportation to work, carpool. By contrast, over one-fourth of the workers in each minority group carpooled. In Suffolk County, where a higher percentage carpool, the situation is similar with over 30% of black and hispanic workers carpooling.

Women also make greater use of carpooling than men. In Nassau County 22.3% of female auto, truck and van users carpooled as opposed to 18.9% of males. In Suffolk County the difference is less pronounced with 23.1% of the females and 22.8% of the males carpooling.

TABLE 3.12

Mode of Travel to Work - 1980

	Nassau/ Suffolk	%	Nassau County	%	Suffolk County	%
Workers 16 +	1,139,519		613,112		526,407	
Drove Alone	725,630	63.7	370,949	60.5	354,681	67.4
Carpool *	200,705	17.6	94,761	15.5	105,944	20.1
Public Transportation	142,400	12.5	104,330	17.0	38,070	7.2
Walked	41,757	3.7	27,133	4.4	14,624	2.8
Other	11,765	1.0	6,055	1.0	5,710	1.1
Worked at Home	17,262	1.5	9,884	1.6	7,378	1.4

* Includes Vans and Trucks

TABLE 3.13
Carpooling by Race by Median Income

	Median Worker Income				
	Car		Truck or Van		Carpoolers as a % of All Car, Truck & Van Trips
	Drive Alone	Carpool	Drive Alone	Carpool	
Nassau County					
Total	$13,612	12,611	15,462	13,462	20.3
White	13,637	12,928	15,447	13,360	19.9
Black	12,949	10,888	16,115	14,810	26.2
American Indian	11,835	11,641	4,000	10,415	34.4
Asian	18,873	13,885	16,657	16,752	25.4
Hispanic	11,974	9,272	12,273	11,933	26.9
Suffolk					
Total	12,432	12,602	15,045	12,237	23.0
White	12,469	13,071	15,096	12,481	22.5
Black	11,905	9,983	12,793	7,454	30.1
American Indian	11,934	9,794	12,546	10,102	26.3
Asian	16,352	12,350	25,858	10,000	26.4
Hispanic	11,240	9,884	15,057	7,851	30,9

Travel Time to Work - Residents

The *Travel Time to Work* is related to

- type of transportation available
- accessibility to major routes
- congestion on these travel routes
- residents income and occupational level

The Long Island region tends to have travel times higher than other parts of New York State, except for most of New York City. Even though, the city has extensive mass transportation, it also has extremely high travel congestion and this resulted in a high average travel time in the journey to work. Table 3.14 indicates the various travel times for workers sixteen years of age and over who do not work at home, for the State, the Nassau-Suffolk area, and New York City.

The mean travel time is shown at the end of the Table 3.14. The Nassau-Suffolk figure is thirty-two minutes, which is above the Statewide average of twenty-nine minutes and below the New York City average of thirty-eight minutes. All boroughs of New York City have higher average times with the exception of Manhattan, where the average travel time, because of the high density population and nearby subway service, results in a one-half hour average for the typical worker. The five eastern towns of Long Island all have the lowest mean travel times, while the Towns of Hempstead, Oyster Bay, Huntington and the City of Long Beach have an average that is above the mean figure for the region.

An analysis of the total number of workers who live in close proximity to their jobs shows that the eastern end of Suffolk County and the City of Glen Cove have the largest proportion of workers who travel less than ten minutes to work. The Town of Oyster Bay has the same proportion, 11.9%, as the region, while the Town of Smithtown has the smallest proportion of workers living less than ten minutes away from their place of employment.

At the other end of the scale, there are communities whose workers travel more than one hour to work. Generally, Nassau County communities are at the top of the list, western Suffolk Towns are in the middle and eastern Suffolk Towns are at the

TABLE 3.14

1980 Census - Workers 16 Years and Over Who Did Not Work At Home By Travel Time to Work

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
New York State	7105749	899637	12.66	1859901	26.17	1209533	17.02	1338335	18.83	654295	9.21	1144048	16.10	29
Nassau Co.	605699	68704	11.34	154598	25.52	98082	16.19	101627	16.78	45330	7.48	137358	22.68	33
Glen Cove City	12073	2789	23.10	3370	27.91	1737	14.39	1852	15.34	588	4.87	1737	14.39	26
Hempstead Town	334924	34246	10.23	82953	24.77	56662	16.92	58084	17.34	25989	7.76	76990	22.99	33
Long Beach City	13713	1518	11.07	2797	20.40	1533	11.18	2704	19.72	1225	8.93	3936	28.70	38
North Hempstead Town	101301	13001	12.83	26244	25.91	14549	14.36	15611	15.41	8131	8.03	23765	23.46	32
Oyster Bay Town	143688	17150	11.94	39234	27.30	23601	16.43	23376	16.27	9397	6.54	30930	21.53	33
Suffolk Co.	516240	65241	12.64	143075	27.71	90194	17.47	89010	17.24	36521	7.07	92199	17.86	31
Babylon Town	87100	10883	12.49	25216	28.95	15873	18.22	13688	15.72	6030	6.92	15410	17.69	30
Brookhaven Town	135098	15261	11.30	35480	26.26	23451	17.36	24325	18.01	11120	8.23	25461	18.85	32
East Hampton Town	5407	2022	37.40	1495	27.65	702	12.98	452	8.36	233	4.31	503	9.30	20
Huntington Town	87487	9809	11.21	22391	25.59	15314	17.50	16134	18.44	5803	6.63	18036	20.62	34
Islip Town	119968	13848	11.54	34190	28.50	21033	17.53	21375	17.82	8476	7.07	21046	17.54	31
Riverhead Town	8191	2097	25.60	3077	37.57	1260	15.38	1043	12.73	304	3.71	410	5.01	19
Shelter Island Town	676	321	47.49	112	16.57	26	3.85	113	16.72	13	1.92	91	13.46	21
Smithtown Town	48996	4896	9.99	13549	27.65	8765	17.89	9074	18.52	3518	7.18	9194	18.76	32
Southampton Town	16529	4079	24.68	5633	34.08	2814	17.02	1857	11.23	660	3.99	1486	8.99	22
Southold Town	6788	2025	29.83	1932	28.46	956	14.08	949	13.98	364	5.36	562	8.28	21
Nassau-Suffolk SMSA	1121939	133945	11.94	297673	26.53	188276	16.78	190637	16.99	81851	7.30	229557	20.46	32
New York City	2780152	156403	5.63	428158	15.40	363606	13.08	671052	24.14	428303	15.41	732630	26.35	38
Bronx Co.	384659	18174	4.72	52260	13.59	40788	10.60	81506	21.19	68675	17.85	123256	32.04	41
Kings Co.	785211	40190	5.12	101641	12.94	78442	9.99	180685	23.01	144019	18.34	240234	30.59	41
New York Co.	651274	50457	7.75	128840	19.78	130811	20.09	197894	30.39	74087	11.38	69185	10.62	30
Queens Co.	819023	38711	4.73	118176	14.43	95985	11.72	190345	23.24	129282	15.78	246524	30.10	41
Richmond Co.	139985	8871	6.34	27241	19.46	17580	12.56	20622	14.73	12240	8.74	53431	38.17	43

bottom, with the fewest number of people travelling more than one hour to work. The two cities are an interesting contrast in this comparison. The City of Long Beach has the highest proportion of people who travel more than one hour to work, while the City of Glen Cove has a percentage rate half that of Long Beach and very similar to the eastern end of Long Island. Even though both cities are located on the shorefront, Glen Cove is a major employment center, while Long Beach has a minimal number of local jobs; therefore, people in the latter city must travel time-consuming distances in their journey to work.

The travel distance for individual villages and communities is shown in Appendix 3.2.

The communities with the highest proportion of people who travel less than ten minutes to work are either Islands or East End communities. The only exception is the community of East Garden City, which has a small population that is made up of college personnel and military families who work in the local area.

The communities with the highest percent of workers who travel a long distance to work are shown in Table 3.15.

Table 3.15 shows that of the top twenty communities in percentage of workers who travel more than one hour to work, seventeen are affluent villages. Only two of the communities are in Suffolk County and most are located on peninsulas or other locations away from job centers, and major transportation. The exceptions are Matinecock, Munsey Park, Muttontown, Bellerose and Malverne Uninc. Clearly, the long travel time to work is not completely a function of the geography since, even though a number of villages, such as Centre Island, Sands Point and Asharoken, are difficult to reach, others are much more accessible to the major travel routes. Generally, the more affluent worker tends to travel towards more specialized job locations and may be less dependent on nearby job opportunities.

Travel Time to Work - Employment Centers

The automobile is the major mode of transportation to the Long Island work sites. On the average, there is almost a ten minute difference in average travel time between the work center that has the highest average travel time, **Bethpage** and the **Babylon Area,** which has the lowest travel time. Table 3.16 and 3.17 show the longest and shortest auto trips to some of the work centers.

TABLE 3.15

Twenty Communities with Highest Percent of Workers 16+ Who Travel More Than Sixty Minutes to Work

Rank	Community	Percent	Income, 1979
1	Centre Island V.	50.4	52,481
2	Plandome Heights V.	44.5	44,284
3	Kensington V.	41.6	61,249
4	Plandome Manor V.	41.2	65,076
5	Matinecock V.	40.8	55,984
6	Sands Point V.	40.3	75,001
7	Eatons Neck	40.2	37,082
8	Flower Hill V.	40.0	53,870
9	Munsey Park V.	38.0	51,386
10	Lido-Pt. Lookout	37.9	35,796
11	Asharoken V.	37.7	55,988
12	Great Neck Estates V.	36.6	56,796
13	Lawrence V.	35.9	42,875
14	Atlantic Beach V.	35.5	35,695
15	Bellerose V.	35.4	33,685
16	Muttontown V.	35.0	52,888
17	Hewlett Harbor V.	34.6	75,001
18	Malverne Uninc.	34.6	32,056
19	Oyster Bay Cove V.	34.3	61,423
20	Hewlett Neck V.	34.2	72,364

The longest automobile trips are to the large industrial and office centers that are generally accessible to the limited access road system, but draw their personnel from fairly long distances from the work site. The shortest work trips are to shorefront areas that generally do not attract employees from a wide portion of the region.

A ranking of the bus travel to the various employment centers indicates an even wider difference between travel time from the highest to the lowest level. This accounts for the limited use of bus service to some centers.

TABLE 3.16

Longest Auto Travel Time to Work - 1980, Major Employment Centers

Rank	Employment Center	Average Time
1	Bethpage	27.7
2	Melville	27.5
3	Lake Success–New Hyde Park Area	26.6
4	Syosset–Woodbury	26.1
5	Farmingdale Area	26.0
6	Great Neck Area	25.9
7	Mineola	25.4
8	Westbury Area	25.0
9	Garden City Area	24.9
10	Plainview	24.1

TABLE 3.17

Shortest Auto Travel Time to Work - 1980, Major Employment Centers

Rank	Employment Center	Average Time
1	Babylon Area	18.6
2	Patchogue Area	18.9
3	Amityville Area	19.4
4	Bay Shore Area	19.9
5	Huntington Area	19.9
6	Port Jefferson Area	20.4
7	Rockville Centre	20.8
8	Glen Cove	20.8
9	Oceanside	21.0
10	Brentwood–Central Islip	21.0

TABLE 3.18

Longest Travel Time by Bus to Work at Major Employment Centers, 1980

Rank	Employment Center	Average Time (Min.)	No. of Trips
1	Plainview	60.7	239
2	Syosset–Woodbury	58.2	87
3	Deer Park	56.1	155
4	Port Jefferson Area	56.2	20
5	Farmingdale Area	52.7	253

TABLE 3.19

Shortest Travel Time by Bus to Work at Major Employment Centers, 1980

Rank	Employment Center	Average Time (Min.)	No. of Trips
1	Hauppauge	25.9	127
2	Amityville Area	27.4	216
3	Huntington Area	27.7	256
4	Port Washington Area	28.1	112
5	Bethpage	29.1	31

The **Plainview** industrial area records the longest average bus trip followed by the industrial complexes in **Syosset-Woodbury** and **Deer Park.** Generally, these areas and **Farmingdale,** which are also in the long travel category, are closer to the centers of population than **Port Jefferson Area,** which ranks No. 4, and is far removed from a large population concentration.

Hauppauge and **Bethpage,** which are among the shortest bus trip areas, have large concentrations of employment within a constrained area which probably makes a short bus trip feasible. The **Amityville Area** benefits by having bus service from both the Nassau and Suffolk Counties bus systems, while the **Huntington Area** is served by the local Town of Huntington bus routes. The **Port Washington Area** is a very local oriented work force and, therefore, short bus trips from home to job site could be expected.

The above data represents a summary of the complete printouts which contain total travel times and average time for auto, rail, bus and other means of travel from each census tract to each major work place in Nassau and Suffolk Counties. This material is available for use by persons conducting research for a specific area.

Traffic Patterns and Type of Jobs in Major Employment Centers

The attractions of the employment centers for local and out of area residential employment has been analyzed for all of the thirty-two employment centers. The overall pattern is one of a limited attraction from New York City and a predominately east to west traffic pattern in the journey to work for many of the employees in the largest job centers. (See Chapter I for the type of jobs held by New York City residents).

The amount of workers from New York City to the Nassau-Suffolk area is strictly based on a proximity to New York City with very few exceptions. There are four job concentrations that adjoin the New York City line - **Great Neck Area, Five Towns, Lake Success-New Hyde Park Area** and the **Valley Stream Area.** All of these are among the five highest in percentage of New York City residents employed on Long Island. The **Manhasset Area,** which ranks number 4 of the top 5, attracts New York City residents because it is directly accessible to Long Island Expressway and Northern State Parkway interchanges. Predictably, all the Nassau County centers have higher proportions of New York City work force than the Suffolk areas (see Tables 3.20 and 3.21). The **Melville** office center has the highest Suffolk attraction for New York City residents. Following that is **Stony Brook,** with jobs centered around the university and hospital, along with the **Hauppauge,** and **Bohemia-Ronkonkoma** industrial centers. The **Huntington Area** also has some attraction for New York City residents.

TABLE 3.20

Long Island Employment Centers with Highest Percentage of New York City Workers

Rank	Employment Center	Percent Living in New York City
1	Great Neck Area	25.6
2	Five Towns	24.8
3	Lake Success–New Hyde Park	24.5
4	Manhasset Area	22.1
5	Valley Stream	20.0
6	Westbury Area	9.6
7	Garden City Area	8.9
8	Port Washington Area	8.7
9	Syosset–Woodbury	8.5
10	Mineola	7.6

TABLE 3.21

Long Island Employment Centers with Lowest Percentage of New York City Workers

Rank	Employment Center	Percent Living in New York City
1	Patchogue Area	0.3
2	Port Jefferson Area	0.8
3	Babylon Area	0.8
4	Bay Shore	1.1
5	Brentwood-Central Islip	1.5
6	Amityville	1.9
7	Bohemia–Lake Ronkonkoma	2.0
8	Huntington	2.0
9	Hauppauge	2.0
10	Stony Brook	2.3

The internal attraction between Nassau and Suffolk Counties is quite different, from each county. A higher proportion of Suffolk residents are drawn to the major employment centers in Nassau County than Nassau residents are drawn to Suffolk. Centers on the border or in the central corridor comprised of the Long Island Expressway and the Northern State Parkway, are the major attractions for Suffolk residents to Nassau. The community of **Bethpage**, which contains Grumman, draws half of its work force from Suffolk County. Other places such as **Lake Success** and **Port Washington** draw more workers from Suffolk County than communities that are closer to the Suffolk border (see Table 3.22).

The Suffolk County employment centers that are along the border or are in Huntington or Babylon Towns, predictably attracted the most Nassau residents with the job centers in Brookhaven drawing the least. The airport related jobs in **Bohemia-Ronkonkoma** attract the highest percentage of workers in the area furthest from the Nassau-Suffolk border (See Table 3.23).

TABLE 3.22

Nassau County Employment Centers with Largest Percentage of Work Force Living in Suffolk County

Rank	Employment Center	Percent Living in Suffolk County
1	Bethpage	47.2
2	Syosset-Woodbury	33.0
3	Plainview	30.0
4	Hicksville-Jericho	24.7
5	Westbury Area	17.9
6	Lake Success-New Hyde Park Area	13.8
7	Garden City Area	13.1
8	East Meadow	12.8
9	Mineola	11.6
10	Port Washington Area	11.2

TABLE 3.23

Suffolk County Employment Centers with Largest Percentage of Work Force Living in Nassau County

Rank	Employment Center	Percent Living in Nassau County
1	Melville	24.9
2	Amityville	23.8
3	Babylon Area	12.3
4	Deer Park	11.9
5	Huntington Area	11.4
6	Hauppauge	6.9
7	Bohemia-Ronkonkoma	6.9
8	Bay Shore	6.6
9	Brentwood-Central Islip	5.3
10	Port Jefferson Area	3.0

The previous two tables show that communities along the border in Nassau County attract a higher proportion of the work force from Suffolk than the border communities in Suffolk attract from Nassau. One-third of the **Syosset-Woodbury** work force lives in Suffolk, and 30% of the **Plainview** work force is comprised of Suffolk County residents. On the other hand, **Melville** and **Amityville Area** draw only one quarter of the work force from Nassau County. If you compare two major job centers that are equi-distant from the border and are accessible to the major road corridors, you find a very different attraction in each County. **Hauppauge** only attracts 7% of its work force from Nassau County to the west, while **Hicksville-Jericho** draws 25% of the work force from the east in Suffolk County.

Employment Centers and Localized Work Force

The 32 largest employment areas on Long Island have been categorized according to the amount of employees who live and work in the same geographic area. These areas are viewed as ones that have less of a dependence upon access from outside of the community for the local employment. The following table ranks the major employment centers by the proportion of workers who live and work in the immediate area:

TABLE 3.24

Major Employment Centers with Largest Local Work Force, 1980

Rank	Major Employment Center	Living and Working in Area	
		Number	Percent
1	Port Washington Area	4,554	44.7
2	Glen Cove	5,213	43.6
3	Huntington Area	8,042	39.2
4	Five Towns	6,561	36.1
5	Freeport	4,700	35.4
6	Babylon Area	5,177	35.0
7	Valley Stream Area	5,271	32.1
8	Oceanside	3,214	30.6
9	Amityville Area	4,279	28.6
10	Patchogue Area	3,877	28.6
11	Brentwood–Central Islip	5,983	28.5
12	Great Neck Area	4,641	26.4
13	East Meadow Area	2,914	25.2
14	Port Jefferson Area	2,562	24.0
15	Stony Brook	2,383	23.5
16	Bay Shore Area	4,279	20.7
17	Bohemia–Ronkonkoma	2,964	20.6
18	Hicksville–Jericho	7,293	20.3
19	Hempstead	2,872	18.8
20	Rockville Centre	1,915	17.5
21	Deer Park	2,164	17.4
22	Plainview	2,583	16.3
23	Lake Success–New Hyde Park Area	4,453	14.9
24	Westbury Area	2,864	13.4
25	Syosset–Woodbury	3,181	12.9
26	Manhasset Area	1,590	12.1
27	Mineola	2,259	11.8
28	Farmingdale Area	3,111	9.9
29	Hauppauge	2,060	8.6
30	Garden City Area	2,829	7.1
31	Bethpage	1,341	6.3
32	Melville	589	1.8

Table 3.24 shows that the areas on the top of the list are generally shorefront communities which are often difficult to reach from large portions of the Island. Employment centers 1 through 10 on the list all fall in this category. Areas that are generally accessible from the east-west parkway and expressway system or with direct north and south parkway or expressway connections attract most of their workers from out of the area. Only two of the ten areas on the bottom of the list do not have direct parkway accessibility to the concentrated area of employment. Conversely, only two of the top ten communities are accessible to the direct parkway-expressway system.

Overall, the largest employment areas that are in the more accessible category have the least amount of local work force, while the smaller areas tend to have a larger local work force. A few exceptions are **Hicksville-Jericho, Brentwood/Central Islip Area,** the **Bay Shore Area** and the **Huntington Area** which are large employment centers that have large residential communities which generate a fairly significant local labor force. A few of the smaller employment areas such as **Manhasset Area, Deer Park, Rockville Centre** and **Hempstead** tend to have a higher proportion of workers from outside of the community.

Major Employment Centers - Summary

The following section summarizes the travel patterns and type of employment in the thirty-two largest employment centers. Also included is a projection of the amount and type of growth that can be expected in each of the centers.

1. Garden City Area. This employment area encompasses the Village of Garden City and the East Garden City area. The Mineola Government Center, Adelphi University, Roosevelt Field and Mitchel Field are a part of these two communities. The largest amount of workers reside in Garden City, Mineola, Hempstead and Uniondale. East Meadow also supplies a large number of workers. There are also commuters of 200 or more from the Cities of Glen Cove and Long Beach, and some locations in the Huntington area generate over 100 workers. The bulk of the employees come from the eastern 2/3 of Hempstead Town, while 9% are generated from New York City; 13% from Suffolk County.

The retail and office jobs categories account for more than two-thirds of all the employment in this central Nassau County location. Many of the industrial jobs that existed in East Garden City have been replaced by white collar jobs. The future development will be very heavily oriented to new offices. Construction since 1980 at Mitchel Field plus projects in planning for later in the decade in the same area will increase the number and proportion of the office and retail category.

2. Hicksville-Jericho. This is a large office industrial retail complex with a large number of employees from all sections of Hicksville, Jericho, Bethpage, Levittown, Plainview and Old Bethpage. The area attracts workers from all over Oyster Bay Town and equal amounts from the Town of Hempstead and western Suffolk County. Only 6% of the work force is drawn from New York City.

There are equal proportions of industrial and finance-business-professional jobs. However, current office construction and the lack of expansion area for manufacturing will shift the employment pattern to a largely white collar area.

3. Melville. This community was a former industrial area that has now become the largest office center on Long Island. There is virtually no indigenous population to supply workers since the nearby area is developed with medium to low density housing.

One-quarter of work force is drawn from Nassau County and there are workers that live in all parts of Huntington and Babylon, most of Smithtown and the southern half of Oyster Bay Town. There are some concentrations of workers all the way from Queens to Calverton; however, most of these new jobs are for workers who reside east of the Route 110 area.

The small difference between industrial jobs and office jobs will expand to a very large difference in the very near future. Many of the office buildings, built since 1980, are fully occupied and new ones are under construction or are in the approval stage.

4. Farmingdale Area. This large industrial center straddles the County line and is comprised of the Village of Farmingdale and the unincorporated areas of South Farmingdale in Oyster Bay Town and East Farmingdale in Babylon Town. Overall, the area attracts more workers from Suffolk County since most of the employment is physically located in Suffolk County. There is a large local work force, and equal amounts of employment from Babylon Town and southern Oyster Bay Town. The western edge of Hempstead Town and the west section of Islip Town also supply a significant amount of workers to the Farmingdale area.

More than half of the jobs are industrial in nature and this proportion is expected to remain constant since the available land is likely to be used for additional manufacturing.

5. Lake Success-New Hyde Park Area. This geographically large employment complex includes the Villages of Lake Success, New Hyde Park, Stewart Manor and North Hills and the unincorporated areas of North New Hyde Park, Garden City Park and Herricks. The original employment in this large area was mostly industrial with some retail. In the last decade, there has been a significant shift to major office development. Many of the workers are drawn from the immediate area in the northwestern part of Hempstead Town, western North Hempstead Town and East Central Queens. However, there is a spread-out work force, possibly because of the existence of the Sperry plant so that the labor force is made up of 25% from New York City and 14% from Suffolk County. There are over 500 trips to this area from each of the western Suffolk towns, and this is the furthest center to the west in Nassau County that attracts a measurable amount of Suffolk residents.

The roughly equal amounts of finance-business-professional jobs and those in industry are going to be heavily unbalanced in favor of the former category as the new office space in North Hills. Lake Success and North New Hyde Park attract more employment than the older industrial complexes in New Hyde Park and Garden City Park along with the Sperry Plant in Lake Success.

6. Syosset-Woodbury. This industrial, office and retail concentration comprises the unincorporated areas of Syosset, Woodbury and Locust Grove. The area attracts 1/3 of its work force from Suffolk County and even has concentrations of employees living in Queens and central Brookhaven. However, most employees live locally or come from nearby Plainview, Hicksville, Old Bethpage, Oyster Bay and Bayville and Huntington Station.

Even though industrial parks were the original employment base in all three component areas of this center, the conversion or the new development of office space has shifted the jobs to a 40% finance-business-professional, 32% industrial mixture. The current trend is towards a widening of the gap even though there is some industrial expansion.

7. Hauppauge. This area draws a small amount of workers from immediate surrounding areas and only attracts 7% of its work force from Nassau County, even though it is one of the most accessible areas in western Suffolk. Industrial, office and public jobs are the major components of the employment, and a predominance of the work force is from Islip, Brookhaven and Smithtown. Some workers are drawn from as far away as Southold and Southampton; however, the attraction for Huntington and Babylon residents appears low in spite of the accessibility. The main journey to work trip is one of an easterly direction along with a north-south direction only in the immediate area.

Almost half of the employment is industrial related and that proportion is apt to remain for the next decade or two as the very attractive industrial parks are expanded to encompass all the remaining industrially zoned land in the community.

8. Westbury Area. This employment center is comprised of the Village of Westbury with a concentration of retail jobs, the New Cassel community to the east with industrial employment, and Carle Place to the west which has been converted from mostly industrial to retail. This center falls between the large employment areas of Garden City, Mineola and Hicksville-Jericho. The job cluster in Carle Place adjoins the Mineola and Garden City East job concentrations while the employment grouping in Westbury Village and New Cassel abuts Garden City East and Hicksville-Jericho, creating a continuous corridor of work sites in central Nassau County. There is a large local employment base along with concentrations or workers from southern North Hempstead Town, eastern Hempstead Town and the central portion of the Town of Oyster Bay. There is some attraction from New York City (10%) and Suffolk County (18%).

Industrial employment is slightly ahead of finance-business-professional. However, further conversions to retail will probably result in three equal proportions of each of these types of employment.

9. Bethpage. The Grumman plant accounts for the major part of the employment in this community. It is the only community on Long Island that attracts equal proportions of its work force from each of the two Counties. There are approximately 10,000 employees from Nassau and the same amount from Suffolk that commute to Bethpage. The largest numbers come from southern Oyster Bay, eastern Hempstead Town, western Babylon Town and the central portion of the Town of Huntington.

Over 70% of the employment is categorized in the industrial group and a majority of the jobs are expected to remain as industrially oriented even though new office development will add white collar jobs to the community.

10. Brentwood-Central Islip. This area attracts some employment from the local area and a concentration from the adjacent North Great River part of Central Islip. Most of the employment for these communities is generated from other parts of Islip Town and a large part of Brookhaven. There is a limited amount of employees that are drawn from Nassau County and the nearby Towns of Babylon, Huntington and Smithtown.

Over half of the 1980 jobs in this employment area were classified as professional due to the existence of the two state Psychiatric Centers. The reduction in size of both institutions will reduce the number of jobs in the professional related category. Some will be replaced by the growth of Suffolk Community College, N.Y. Institute of Technology and a possible court center. Industrial jobs with approximately 15% of the total will increase because of the availability of land that is more adaptable to manufacturing than office development.

11. Bay Shore Area. This employment center is made up of Bay Shore, North Bay Shore and Islip. There is manufacturing employment in North Bay Shore, retail employment to the south plus office development and public jobs in the Bay Shore and Islip business areas. There are local concentrations of employees and almost 2/3 come from the Town of Islip. The eastern part of Babylon Town and the southwestern part of Brookhaven Town comprise the bulk of the remainder of the work force.

The primary employment groups are unlikely to change since there is land available for a variety of jobs in this large geographic area.

12. Huntington Area. This employment center that has extensive retail and office uses comprises the unincorporated areas of Huntington, South Huntington, and Huntington Station. For the most part, it is an inaccessible area from other parts of the region because of the traffic congestion and inferior roadways. That is the main reason why it has the largest local work force in Suffolk County. There are very few employees drawn from Babylon and Islip Towns and all of Nassau County, even though a lot of the employment is close to the County line.

The small industrial base of 15% has no room to expand. Medium sized professional office space has been and probably will be the primary source of added employment.

13. Mineola. This village has a lot of office, retail, hospital and manufacturing employment in a small area with a very heavy local work force. There are smaller concentrations of employees that come from the Villages of Garden City and Hempstead. The community draws large amounts of employees from other parts of Hempstead Town, northern Oyster Bay and the southern portion of the Town of North Hempstead.

Considering the amount of employment in the immediate area, there is a small proportion of retail. Lack of land for industrial expansion means the job mix will remain heavily oriented to office categories.

14. Five-Towns. This employment area includes the densely populated corner of Nassau County that includes the Villages of Lawrence, Cedarhurst, Hewlett Bay Park, Hewlett Neck, Hewlett Harbor, Woodsburgh and the unincorporated communites of Woodmere, Hewlett and Inwood. Most of the manufacturing jobs are in Inwood with retail and office jobs being the most important uses in the remainder of the area. It is a very localized work force with the exception of a 20% attraction of workers from the nearby area in Queens. This is a very inaccessible area from the remainder of Long Island. Therefore, most of the employees come from the southwest portion of Hempstead Town. Less than a thousand people commute from Suffolk.

One-third of the jobs are now in retail and another third in finance-business-professional. The limited room for expansion of all categories will mean a retention of the current proportions.

15. Great Neck Area. This employment center includes the Villages of Great Neck, Great Neck Plaza, Great Neck Estates, Kings Point, Kensington, Russell Gardens, Thomaston, Saddle Rock, and the unincorporated portion of Great Neck. It has a very large local work force since the area has very high population density and is not very accessible from other parts of the region. The proximity to New York City gives it the highest proportion of city resident work force than any other area in the region. The northern part of North Hempstead and Oyster Bay Towns and the northeast section of Queens are where most of the workers live. Half of the jobs are comprised of office related uses. Recent trends indicate a conversion from industrial to office uses so the future proportion will be even higher. Retail expansion is difficult so that category will remain in the 20-25% range.

16. Valley Stream Area. This employment complex has major retail space and some manufacturing and office uses. It is comprised of the Village of Valley Stream and the unincorporated areas of North Valley Stream and Valley Stream South. The Village has high concentrations of residents in its work force which overall is very localized since 2/3 come from Hempstead Town. Twenty percent come from adjacent New York City and there is no significant employment drawn from North Hempstead Town, Oyster Bay Towns, or any parts of Suffolk County.

Post 1980 expansion of Green Acres Shopping Center should shift the future employment closer to one-third retail and one-third finance-business-professional.

17. Plainview. This employment center is made up mostly of industrial uses and has a fairly large local work force. Many of the employees are from central Oyster Bay and 30% come from Suffolk County. Overall, there is a fair dispersion of workers scattered along the north shore from Great Neck to Stony Brook, because of the excellent accessibility from the Northern State Parkway and the Long Island Expressway directly into the Plainview industrial parks.

Over 40% of the jobs in Plainview are industrial and it is unlikely that a large amount of the buildings will be converted to office or retail uses. Expansion and use of remaining vacant land will retain the industrial orientation.

18. Hempstead. The largest amount of work force comes from the Village and nearby Uniondale and Roosevelt. The office and retail jobs attract people from Queens and Brooklyn, and Huntington and Babylon. However, 2/3 of the work force comes from the Town of Hempstead.

The public utilities and Industrial jobs are expected to remain constant while the public administration, retail and finance-business-professional should expand as new County court facilities and related office uses are built.

19. Amityville Area. This center includes the Village of Amityville and the unincorporated communities of North Amityville and Copiague. It has a large local work force from the southern parts of Oyster Bay Town and Babylon Town and the southwest portion of the Town of Islip. A few people are attracted from the north shore; however, 25% of the work force lives in Nassau County due to the proximity of the jobs to the County line.

Industrial and office jobs each account for one-third of the local employment and should remain in those proportions as the remaining vacant or underutilized land is developed.

20. Babylon Area. This area encompasses Babylon Village and the unincorporated communities of West Babylon and North Babylon. It has only a fair amount of local residents employed and draws employees from the eastern part of Babylon Town and the western portion of Islip. The workers appear to be more widely scattered than from the nearby Amityville area since there is better accessibility via east/west limited access roads and the north/south Deer Park Avenue.

Office and retail employment are the major groups with industry accounting for less than 20% of all jobs. Land is not available for much industrial growth so the present proportions should remain for the next decade.

21. Bohemia-Ronkonkoma. There are some local concentrations of employees to this industrial and office center. However, more than 2/3 of the work force resides throughout the Towns of Islip and Brookhaven. There are very few Smithtown residents, considering the proximity to that town and a very small amount of Huntington and Babylon employees. This activity center draws a higher percentage of workers from Nassau County than any other central Suffolk County work site. The existence of Long Island MacArthur Airport and its specialized jobs could be the reason.

At present 70% of the jobs are classified as industrial or finance-business-professional. The large amount of land available for industry around the airport and the existence of vacant land adjacent to the office buildings should retain this proportion and greatly increase the total number of jobs. Growth since 1980, mostly in the industrial category, has been extensive in both component communities.

22. Patchogue Area. This employment center contains the Village of Patchogue and the communities of East Patchogue and North Patchogue. This office and retail center has a strong local employment base along with a large number of employees from nearby Medford and North Bellport. The area attracts people from eastern Islip Town, most of Brookhaven and as far east as Southold Town.

The office and retail jobs, including public administration account for 70% of the total employment. There is room for some industrial expansion; however, the 15% proportion is unlikely to increase.

23. Freeport. This employment center is a central business district which also has a high concentration of industrial and office jobs. There is a very strong local work force and 3/4 of the work force resides within the Town of Hempstead. The connection to the Meadowbrook Parkway makes the jobs more accessible than many others along the south shore. However, most of the employees appear to come from the east rather than the north. There are more employees drawn from the Town of Babylon than from the Town of North Hempstead.

The finance-business-professional and industrial jobs each account for 30% of the work force. Some redevelopment opportunities offer expansion possibilities but not a major shift in overall types of employment.

24. Manhasset Area. This is a major office employment area which includes retail and medical jobs. The area encompasses Manhasset and the Villages of Munsey Park and Flower Hill. There is a strong local concentration of employees from the Town of North Hempstead. However, more employees come from Queens than from either Hempstead or Oyster Bay Towns. The employees are scattered all the way from eastern Queens to Huntington.

The overwhelming proportion of professional and retail jobs which now represent 80% of the total should remain the major use in the future.

25. Deer Park. This industrial center attracts a fair amount of local employment since more than 1/3 of the employees come from the Town of Babylon. Large amounts of employees come from the Towns of Islip, Huntington and Brookhaven, and smaller amounts from Oyster Bay and Smithtown.

Half of all jobs are industrial related and the current and future growth indicates at least two-thirds of all jobs could be in this classification by 1990.

26. Glen Cove. The industrial and professional jobs in this City attract a very strong local work force, along with other employees who live in Sea Cliff, Locust Valley and Bayville. There is little other attraction from other parts of the Town of Oyster Bay because of the inaccessibility of the City. The employees that come from out of the area tend to come from east or west rather than south.

Industrial jobs represent more than one-third of the local employment but little available land should mean an increase in the proportion of the other job types.

27. East Meadow Area. This employment center includes a large amount of medical and retail jobs. It encompasses the unincorporated communities of East Meadow and South Westbury. There is some local employment. However, most of the employees come from the eastern portion of the Town of Hempstead and some nearby census tracts in the Town of Oyster Bay.

Industry is inconsequential in the overall picture, which is, and will continue to be dominated by medical and retail jobs.

28. Rockville Centre. There is some local work force to this retail-office employment center. About 85% of the employees come from Nassau County and most of these are in the south central portion of the Town of Hempstead. There is no attraction for workers from the north since the Parkway system orients traffic in the east-west direction and there are no limited access facilities in the northerly direction. The Village draws more employees from Queens and the Towns of Islip and Babylon than the nearby Town of North Hempstead.

There is very little land that could be allocated to industrial use so that category should remain around 10%, while the strong professional components continues to account for more than half of all jobs.

29. Port Jefferson Area. This area has a large amount of professional jobs and a strong local concentration of employees. It includes the Villages of Port Jefferson and Belle Terre, along with the unincorporated community of Port Jefferson Station. Outside of the immediate area, the employees come from northern Brookhaven and scattered communities in the remainder of the Town.

The finance-business-professional category now comprises half of the local jobs. An even greater proportion is possible in the future even though there is some land available for industrial and retail growth.

30. Oceanside. This is an industrial, retail and business center that has a very localized work force because of inaccessibility to other parts of the region. Employees are drawn mainly from the adjoining communities and the City of Long Beach. There are more employees from Queens than either the Towns of North Hempstead or Oyster Bay. The largest amount of Suffolk County employees are from the Town of Babylon. Limited industrial and retail expansion is possible but a change in the proportion of jobs is unlikely in the near future.

31. Port Washington Area. This employment center includes the unincorporated Port Washington area plus the Villages of Manhorhaven and Port Washington North. The area has some industry and a large amount of financial, business and professional jobs. It has the most localized labor force of any of the employment areas on Long Island. Forty-five percent of the workers live within the local community, mainly because the area is not easily reached from other portions of the region. Only 20% of the work force live outside of Nassau County. However, there are almost 400 workers who are attracted from the Town of Huntington.

Since 1980 there has been industrial expansion in the former sandpit area so there should be a short-term expansion of this type of job. Accessibility will limit future growth to office and retail jobs.

32. Stony Brook. Approximately 3/4 of the work force is employed in office jobs in this predominantly public employment concentration that contain the State University. There is a very strong local work force along with a large number of employees from nearby Port Jefferson. The location of residence of the employees is concentrated in northern Brookhaven, the north-east part of Smithtown and some sections of the Town of Islip.

There is a very limited opportunity for industrial growth so the present job mix is expected to remain.

Appendix Table 3.3 provides detailed transportation data to the 32 employment areas. Appendix Table 3.4 and 3.5 provide a summary of all worktrips in the region by place of residence in 1970 and 1980 and Place of Work in 1970 & 1980.

Future Job Growth

A large amount of new employment is expected in the same areas that now have the greatest amount of jobs. Available land, the possibility of reuse, fairly good access and nearby services will continue to be attractive in the existing employment centers.

Outside of the thirty-two areas identified in this report, there are smaller centers that have between 5,000 and 10,000 employed persons. These include Nassau communities such as Levittown, Massapequa, Lynbrook, Merrick, Baldwin, Wantagh and Long Beach. None of these communities which are made up of mostly commercial and small scale office employment are expected to increase enough to surpass the larger employment areas.

Suffolk County communities with between 5,000 and 10,000 jobs include Commack, Lindenhurst and Holtsville. Commack, because of its proximity to the Hauppauge industrial complex, is expected to grow in employment. The community has excellent access and some available non-residential land. Holtsville has the IRS Center as its job base and has available industrial land nearby. Therefore, it also has the capacity to be a major employment center. Lindenhurst is likely to have insignificant growth because there is little land available for new construction and large scale redevelopment appears unlikely in the near future.

Other communities that are expected to have job growth are Uniondale with the EAB Plaza on former Mitchel Field land, Holbrook with available and accessible industrially zoned land; and Yaphank with very accessible industrial land, a major shopping center site and the existing Suffolk County Center.

Conclusion

Currently thirty-two major employment centers as identified from the 1980 census contain two-thirds of all jobs on Long Island. In the last decade more than three-quarters of the new jobs were created in these thirty-two areas. Projections indicate that at least this proportion of new jobs will be added to the existing centers so that at the end of this decade, they should account for 75% of all the regions' employment. This future concentration of work sites could make bus and car pool opportunities greater in the future as the spreadcity pattern on Long Island gradually shifts to a **centers** approach as envisioned in the *1970 Comprehensive Plan* for Nassau and Suffolk Counties. That plan also promoted the concentration of new housing in relation to the work places. This has not happened to a great extent except for some new condominium construction that has created some housing clusters not too far from some of the largest job centers. The drawback in terms of providing housing resources to the work places is that many of the new units are very expensive or are targeted for retirees, thus excluding a large portion of the potential workers.

Traffic volume on the principal east-west arterials may increase at a slower rate in the coming years, but peak hour traffic congestion may not decrease significantly no matter what physical improvement or ride-sharing programs are implemented now or in the foreseeable future. One obvious reason is that any road system has limited capacity and the road system on Long Island is in-place and essentially mature. Any capacity improvements will only be marginally effective. Further, the location of the major employment centers require that one of the principal east-west arterials be used for part of the work trip. With more workers both living and working on Long Island, the peak hour period may be contracted because people have to travel shorter distances, but the volume **per hour** on the roadways may increase proportionately. This phenomenon may occur even as people begin to reside further and further east.

The shorter work trip will also make people less inclined to use ridesharing either in the form of mass transit or carpooling. Travel time generally must be greater than 30 minutes for people to begin to consider carpooling and greater than 45 minutes for vanpooling to be considered. According to the 1980 Census, the average work trip time is 31 minutes in Suffolk County with 25% of the work force travelling more than 45 minutes. When it is considered that a large portion of those travelling more than 45 minutes are using the Long Island Railroad and most of the remainder are travelling to rail-inaccessible areas of New York City, then the potential universe of ridesharers may be limited; and at least with regard to carpooling, most of the people who are inclined to carpool are currently carpooling and it would be difficult to induce others to do so. Travel time also has a bearing on transit use; particularly for choice riders, those who could use their automobiles. Auto travel time, even with congestion, may be less than the total time required for using transit when travel to the bus stop and waiting time are considered.

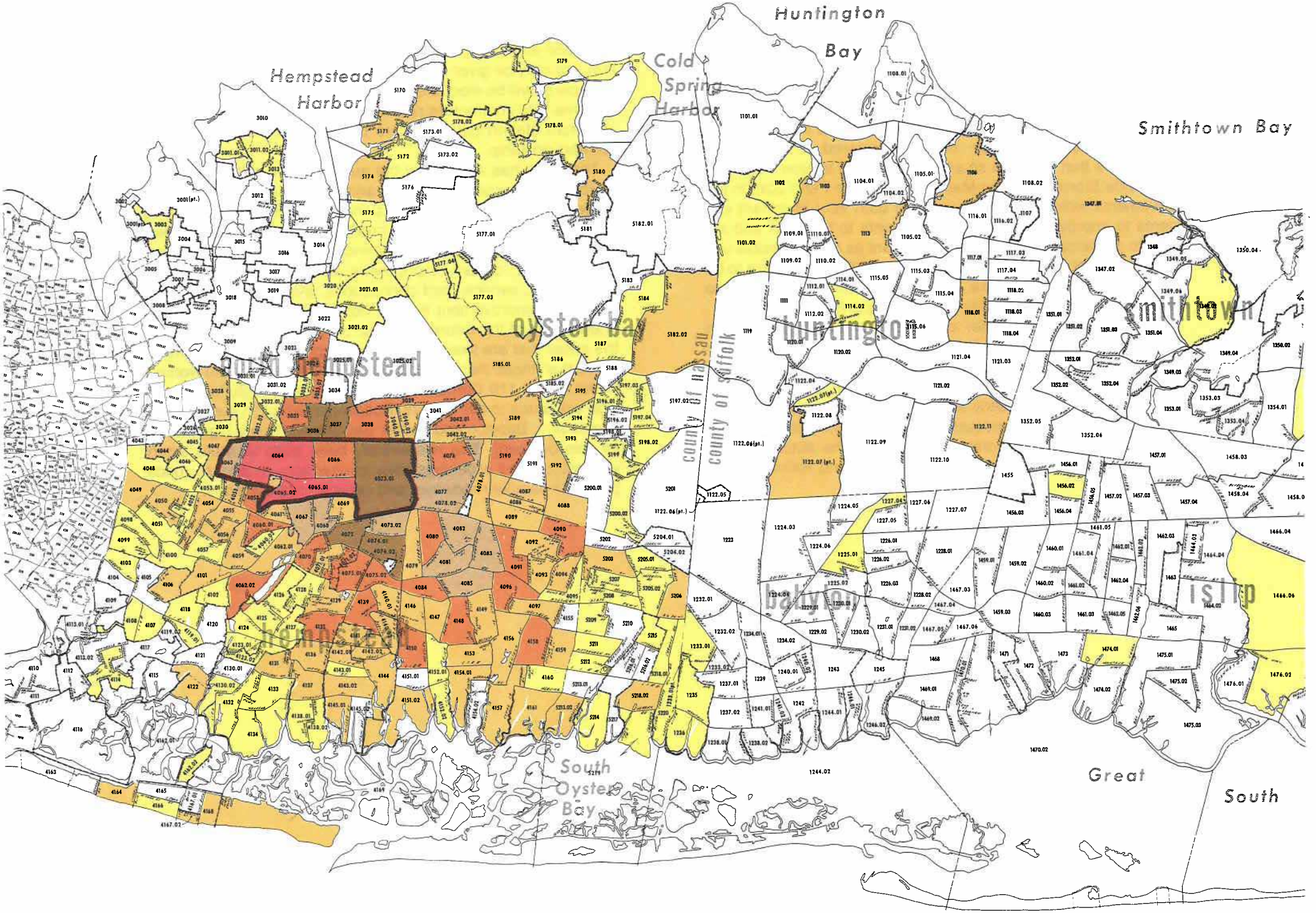
Recommendations

The need for a continued flow of employees into the major employment centers should be a concern of all employers in the region. It was pointed out in the 1983 Long Island Regional Planning Board report, *Labor Force and Jobs Analyses,* that in the next decade, based on job creation, employment and job trends, it might be necessary to import labor force. Labor force growth is slower than job growth in the 1980's which results in a very favorable low unemployment situation in this region, coupled with the need to import workers from New York City. This need is likely to change the overall journey to work patterns and require certain actions in order to attract the necessary labor force. At present workers living in New York City and working in Nassau or Suffolk Counties commute by automobile. Many such commuters now travel to nearby areas in western Nassau County. The need for longer trips in the future could result in an increase in the dependence on bus and railroad. The bus patterns can be shifted to a morning eastbound configuration somewhat easier than the Long Island Railroad, since they do not require a fixed right-of-way. However, the operations on the railroad, even though more difficult to change, could provide more reverse commutation opportunities. Some of the employment areas that are either large at the present time, or are expected to grown in the future, are accessible to existing or proposed railroad stations. **Hicksville, Westbury, Bethpage** and the **Brentwood-Central Islip** area fall within this category. The electrification at the latter stations will provide improved service to these areas. The new stations at Ronkonkoma and Deer Park, which will also be on an electrified line, also will be in this category. The maximum use of the railroad for reverse commutation will not be feasible unless a second track is built to Ronkonkoma. The largest job concentration, **Melville-East Farmingdale,** will have an electrified station at Farmingdale, while there is also an opportunity to create a railroad station at East Farmingdale that could be used to make bus connections throughout the Route 110 Corridor. Consideration in all of this reverse commutation is the need for extra track capacity on the main line of the railroad. A third track through the main line corridor west of Hicksville is necessary to maintain the important westbound traffic for the commuters who will continue to be attracted to certain New York City jobs, while allowing reverse traffic for the expanded employment centers on Long Island.

The aforementioned New York City linkages, as shown in the earlier sections of this report, are important because of the amount of income that is returned to Long Island from employment in New York City. Therefore, Long Island residents should take a greater interest and support many of the improvements that are either under way, being considered, or are future possibilities that will have an effect on access to New York. The West Side Storage Yard in Manhattan and the Penn Station improvements which are under way are both very important elements to improving access. Improvements to the track and access to and around Jamaica are important as is the possible use of unused East River tunnels. Decisions on these items are to be made in the very near future. They would improve the access to other areas of New York City from many parts of Long Island.

Where there is a greater concentration of employment in specialized areas on Long Island, it is important to take advantage of the mass transit opportunities. Mass transit services in the form of different sizes of buses to meet different needs should be available as early as possible to the various employment centers. This will encourage people to establish travel patterns that rely on mass transit rather than the automobile. In order to take full advantage of the Long Island Railroad electrification and the potential travel time reduction, it is important that a priority be given to easing congestion around stations that are now or will be electrified in the next few years. A reduction in the time that commuters require to travel from home to station and from station parking lot to the train can favorably affect railroad ridership.

The study has shown that the automobile is still a significant factor in the journey to work trip and will continue to be the main mode of travel to jobs on Long Island. Therefore, it is very important to give priority to making improvement on roads with high volume and/or low levels of service during peak work travel times. Often, certain expressway linkages, intersection improvements, service road connections, etc. could have a very significant improvement in rush hour traffic. It is necessary to orient many of the future road improvement projects directly to the areas that are likely to have traffic problems, even more intense than those that presently exist. There are 120,000 workers in the Route 110 Corridor and near the Nassau-Suffolk border who use autos to get to work. Roadways nearby in the Towns of Huntington, Babylon and Oyster Bay should have a high priority for improvement. This has already been done to some extent with major road widenings, new connections to access roads, plans for parallel roadways, and service road additions.


Huntington Bay
Hempstead Harbor
Cold Spring Harbor
Smithtown Bay
Oyster Bay
Hempstead
Huntington
Smithtown
County of Nassau
County of Suffolk
Islip
Babylon
Hempstead
South Oyster Bay
Great South

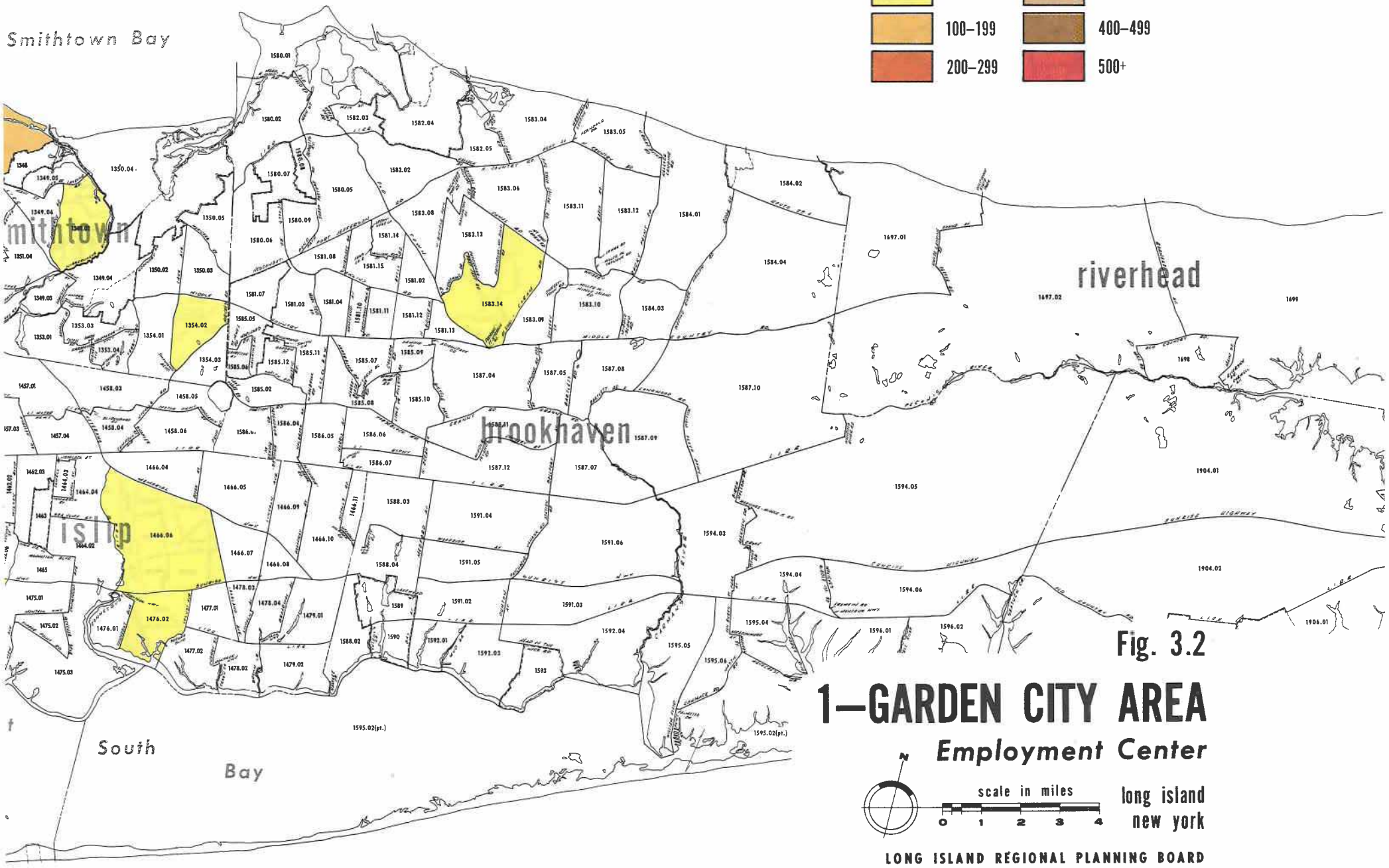


Fig. 3.2

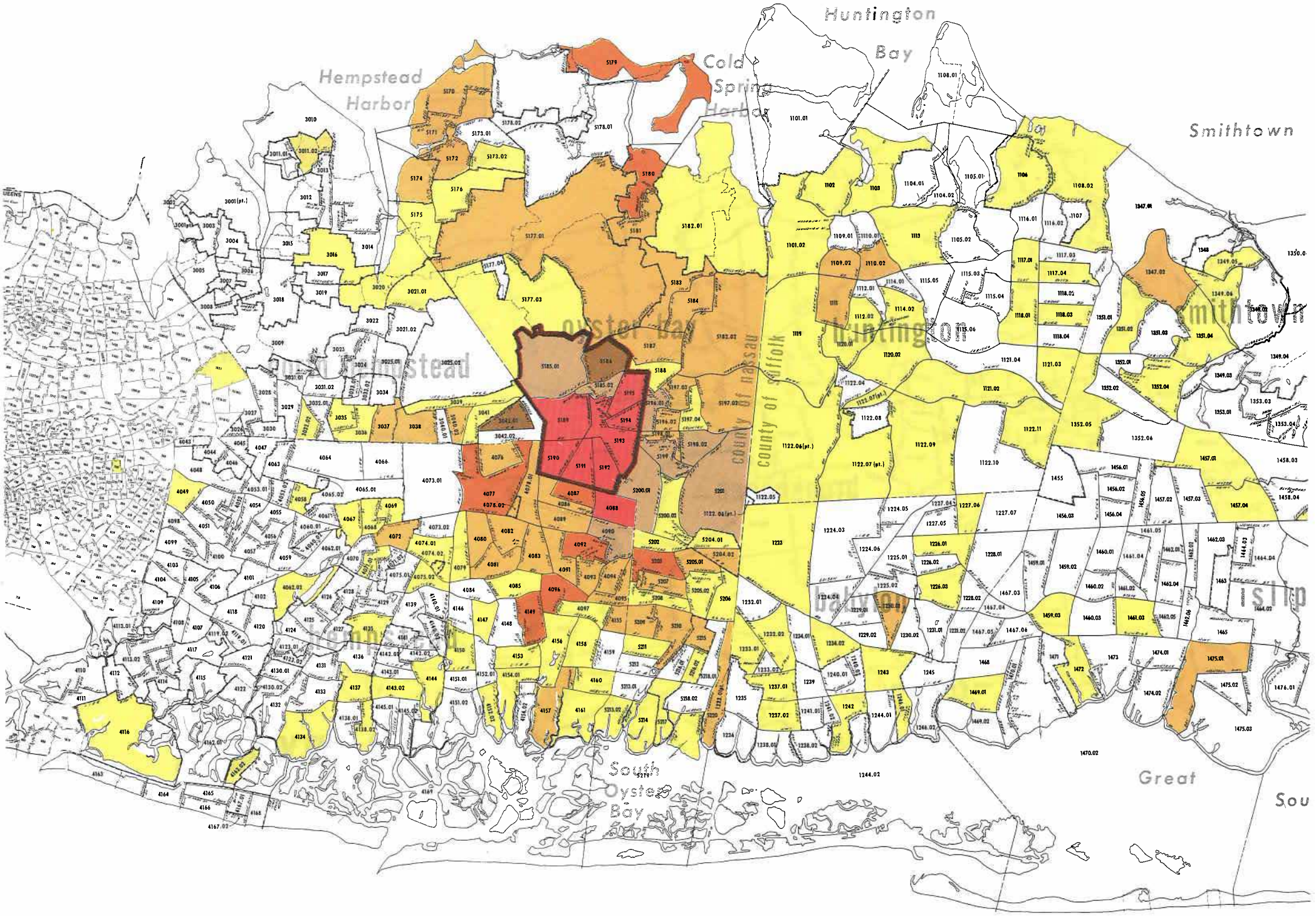
1—GARDEN CITY AREA

Employment Center

scale in miles
0 1 2 3 4

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD


Huntington Bay
Hempstead Harbor
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Smithtown
Oyster Bay
Huntington
Hempstead
County of Suffolk
County of Nassau
Babylon
Islip
South Oyster Bay
Great South

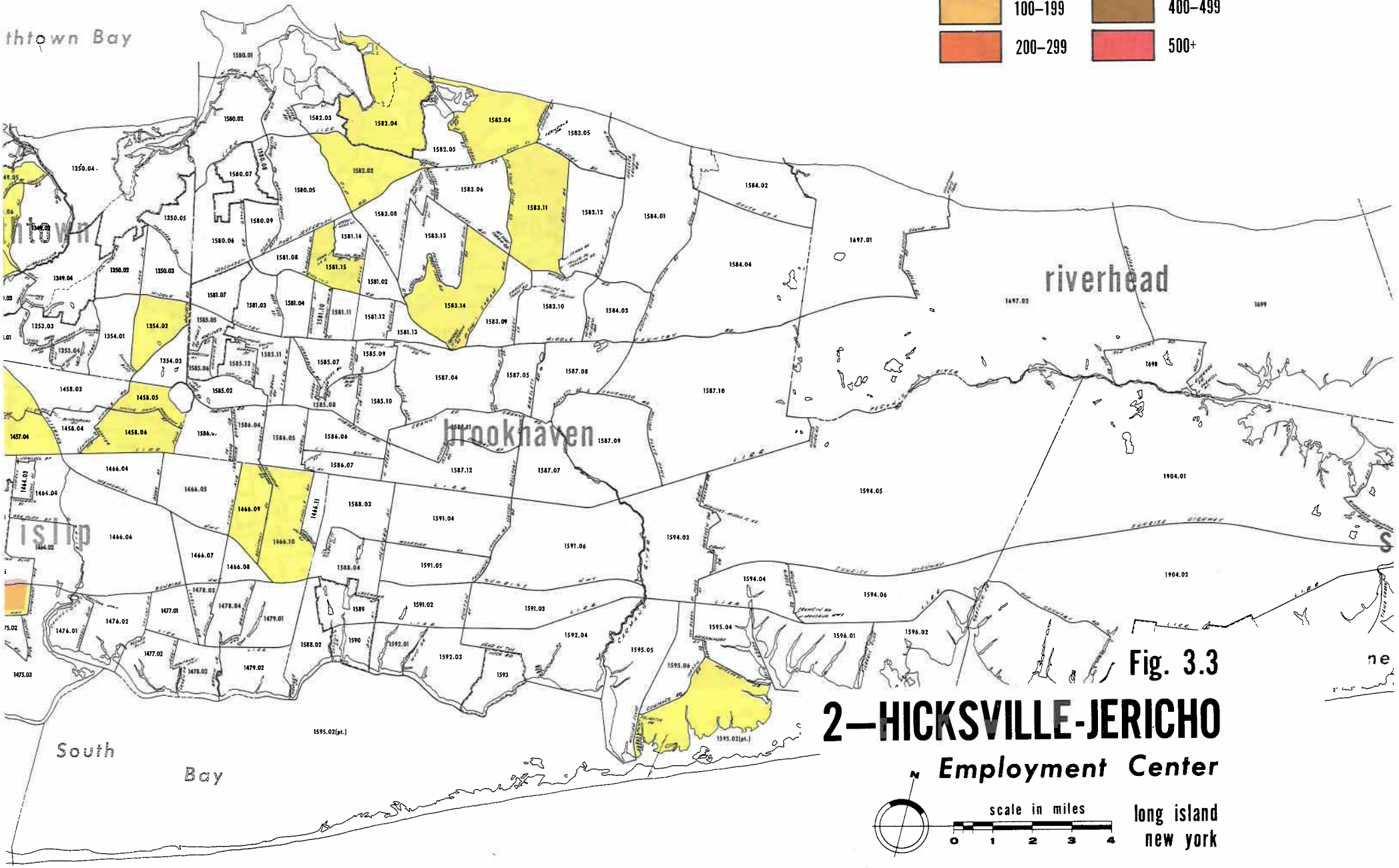


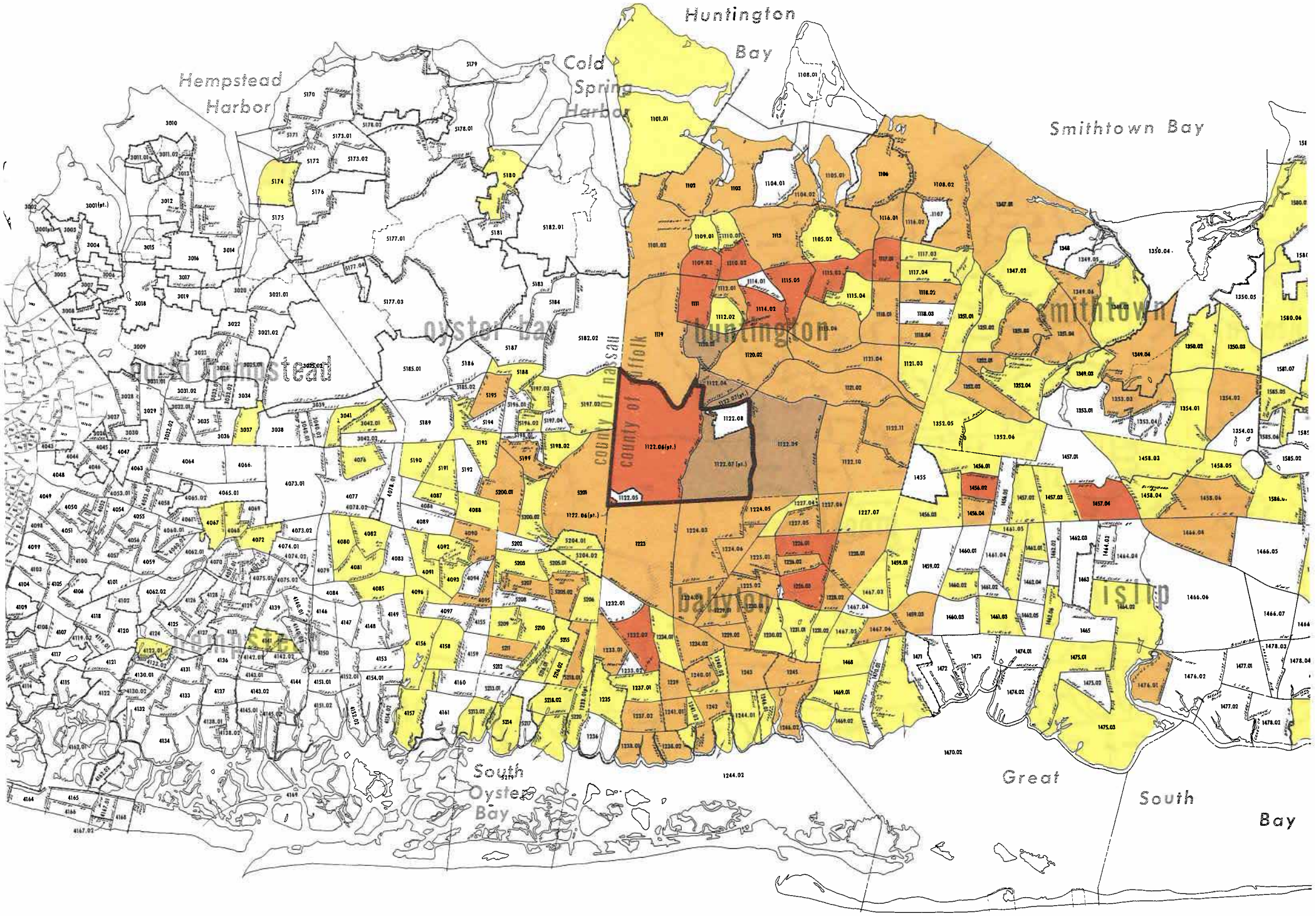
Fig. 3.3

2—HICKSVILLE-JERICHO

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD


Hempstead Harbor
Cold Spring Harbor
Huntington Bay
Smithtown Bay
Oyster Bay
Hempstead
Huntington
Smithtown
Babylon
Islip
County of Suffolk
South Oyster Bay
Great South Bay

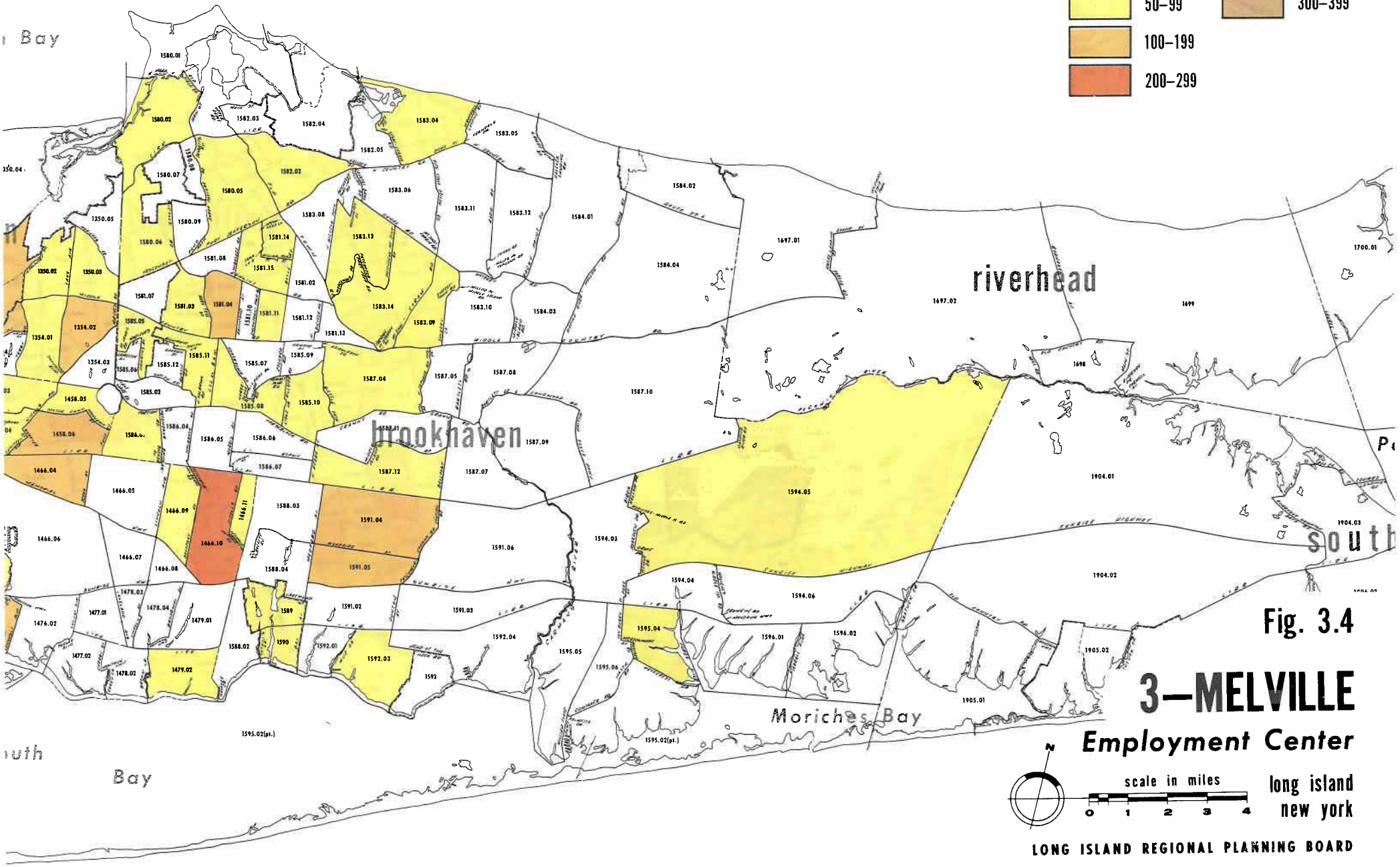


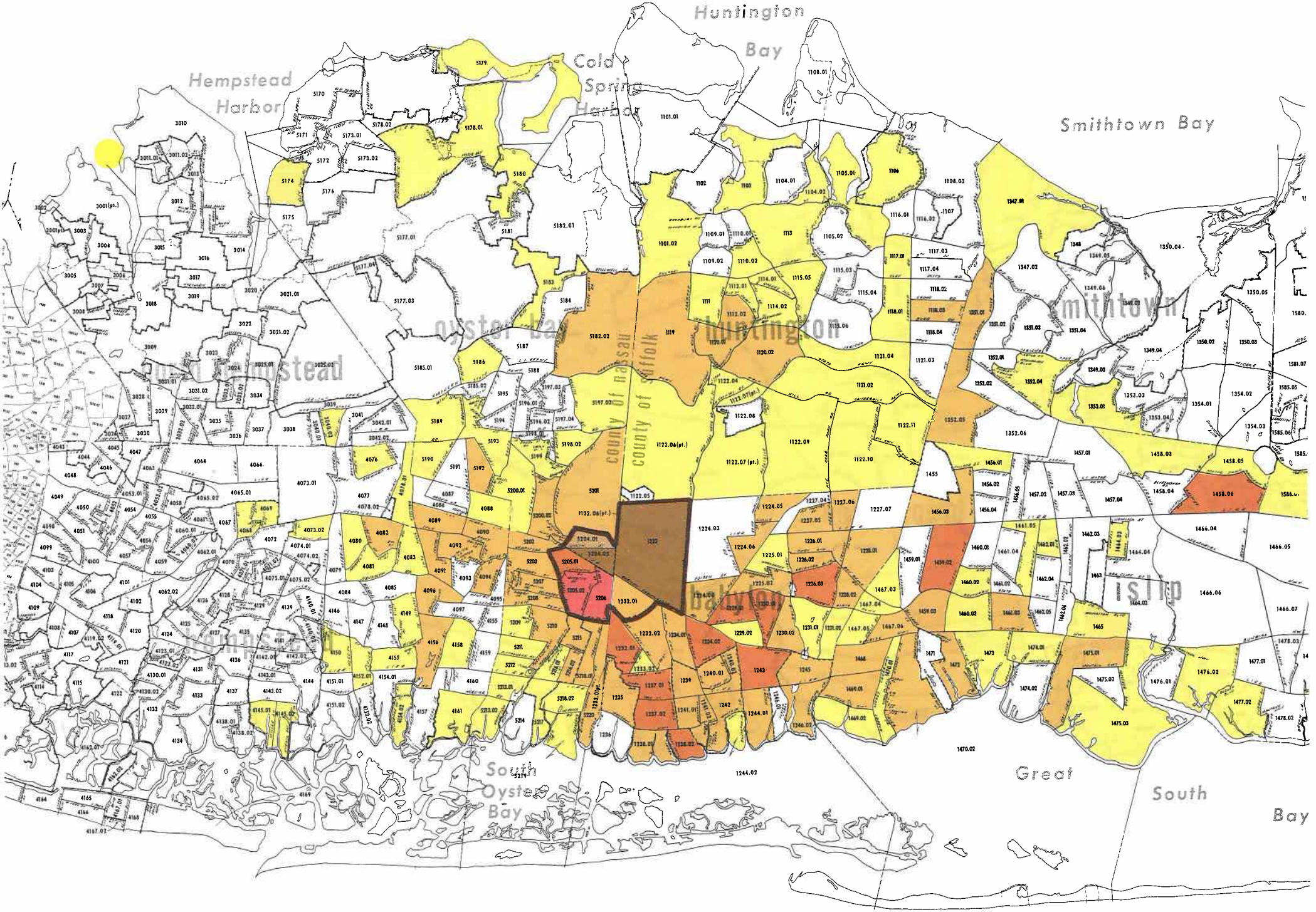
Fig. 3.4

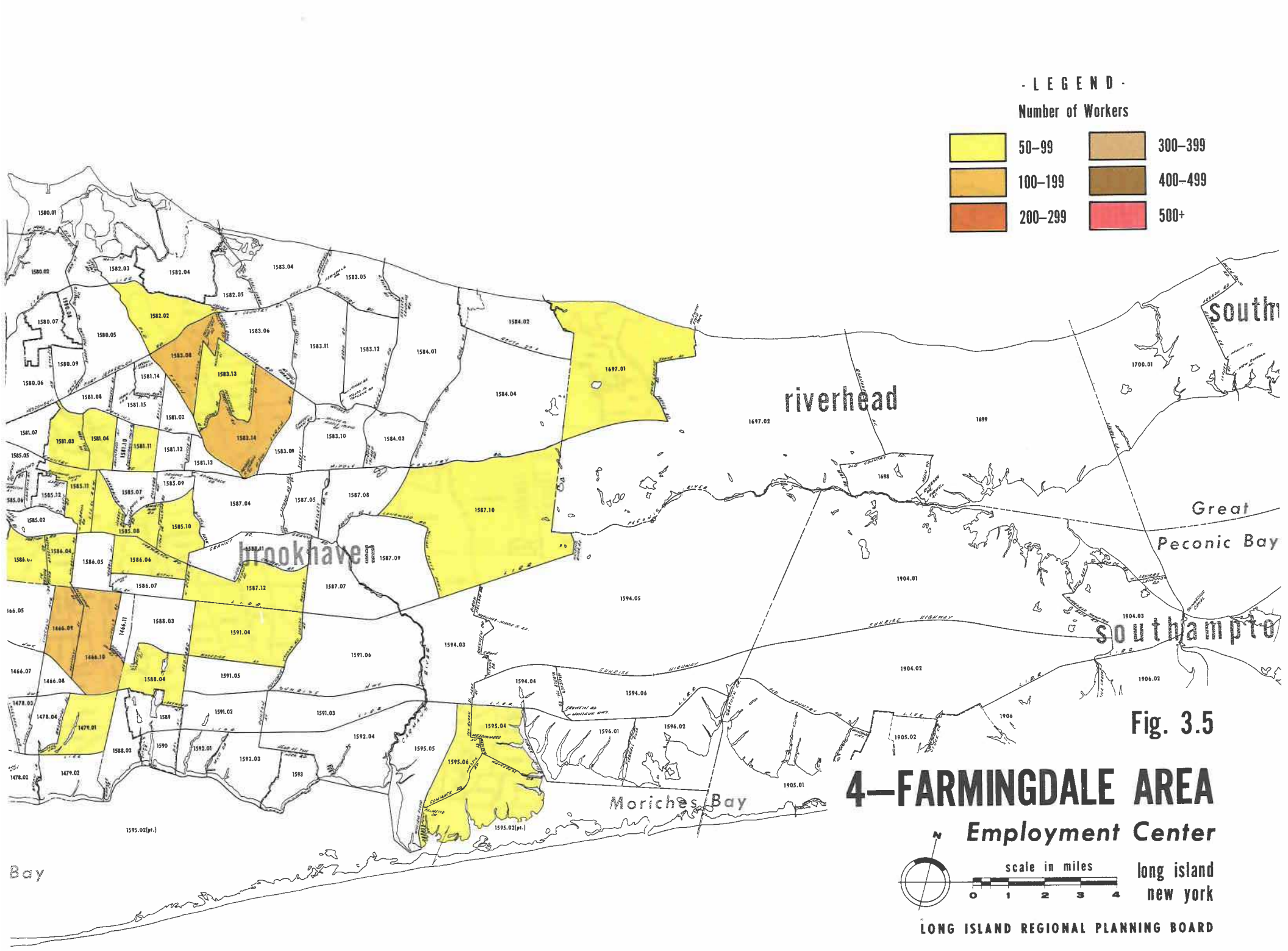
3—MELVILLE

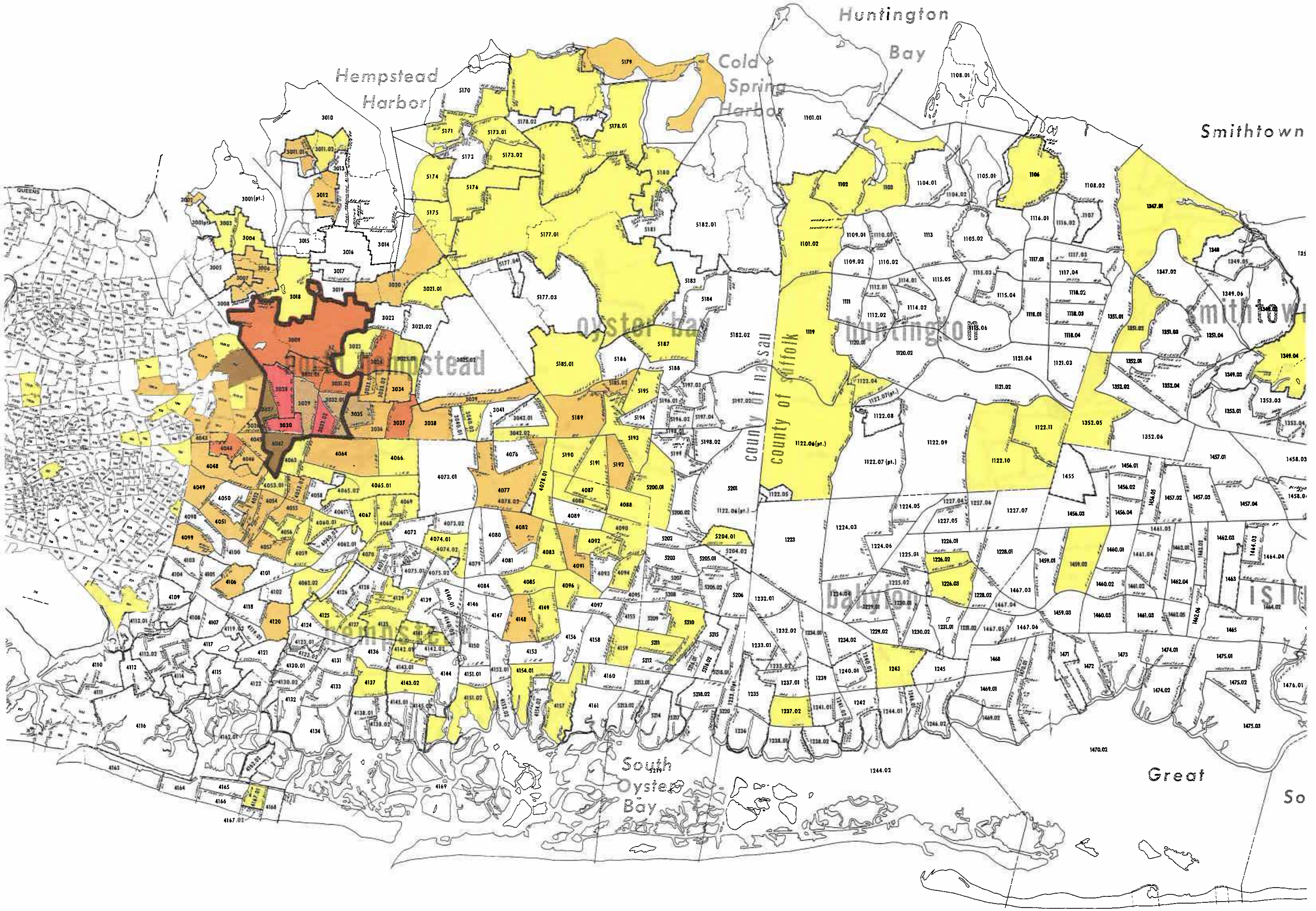
Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD


Hempstead Harbor
Cold Spring Harbor
Huntington Bay
Smithtown Bay
oyster bay
hempstead
huntington
smithtown
babylon
islip
county of nassau
county of suffolk
South Oyster Bay
Great South Bay


- L E G E N D -
Number of Workers
50–99
100–199
200–299
300–399
400–499
500+
riverhead
brookhaven
Great
Peconic Bay
Moriches Bay
Bay
Fig. 3.5
4—FARMINGDALE AREA
Employment Center
N
scale in miles
0 1 2 3 4
long island
new york
LONG ISLAND REGIONAL PLANNING BOARD


Hempstead Harbor
Cold Spring Harbor
Huntington Bay
Smithtown
QUEENS
north hempstead
oyster bay
county of nassau
county of suffolk
huntington
hempstead
babylon
South Oyster Bay
Great
So

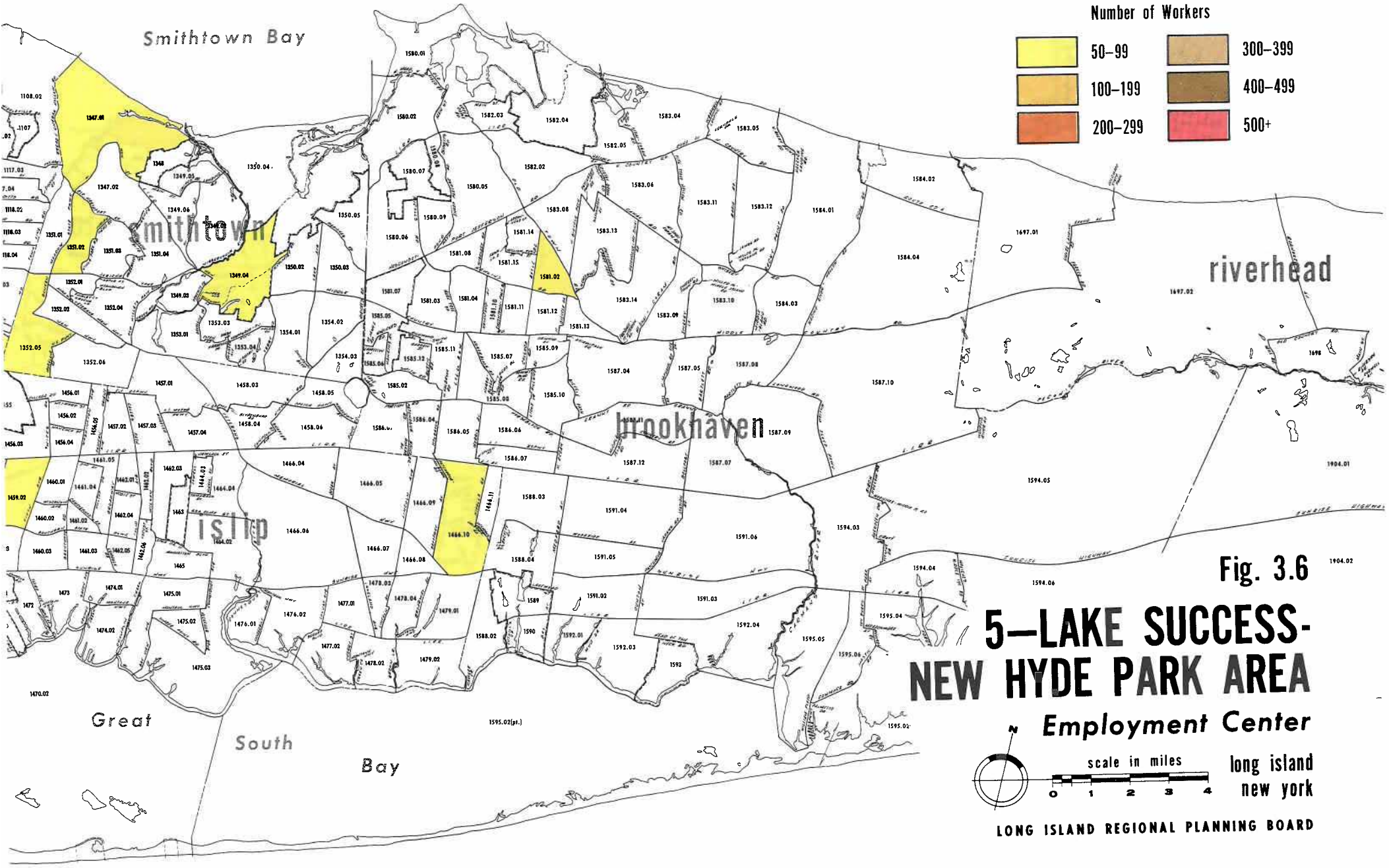
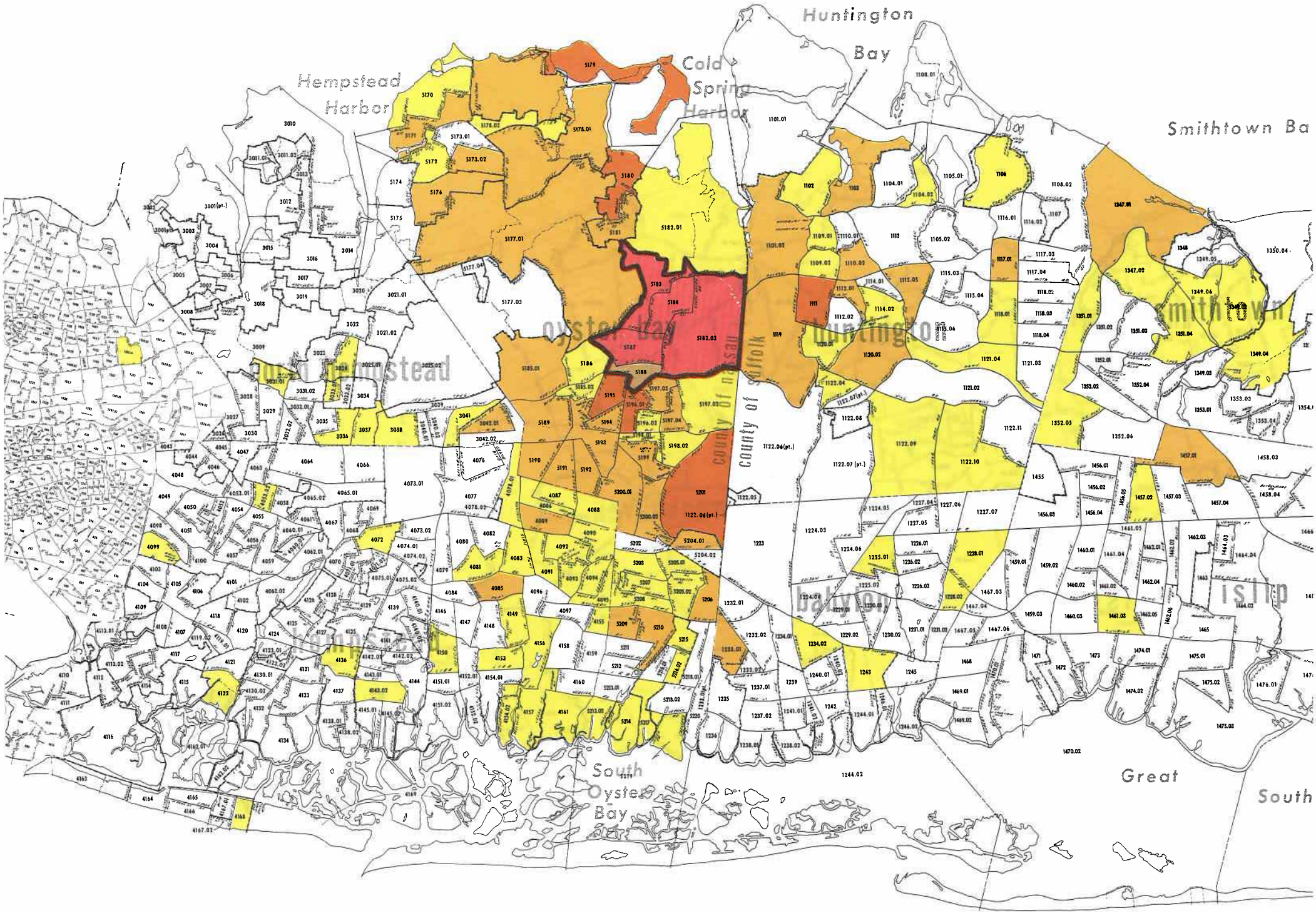


Fig. 3.6

5—LAKE SUCCESS-NEW HYDE PARK AREA

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD


Huntington
Bay
Hempstead
Harbor
Cold
Spring
Harbor
Smithtown Ba
Oyster Bay
Huntington
Smithtown
County of Suffolk
Hempstead
Babylon
Islip
South
Oyster
Bay
Great
South

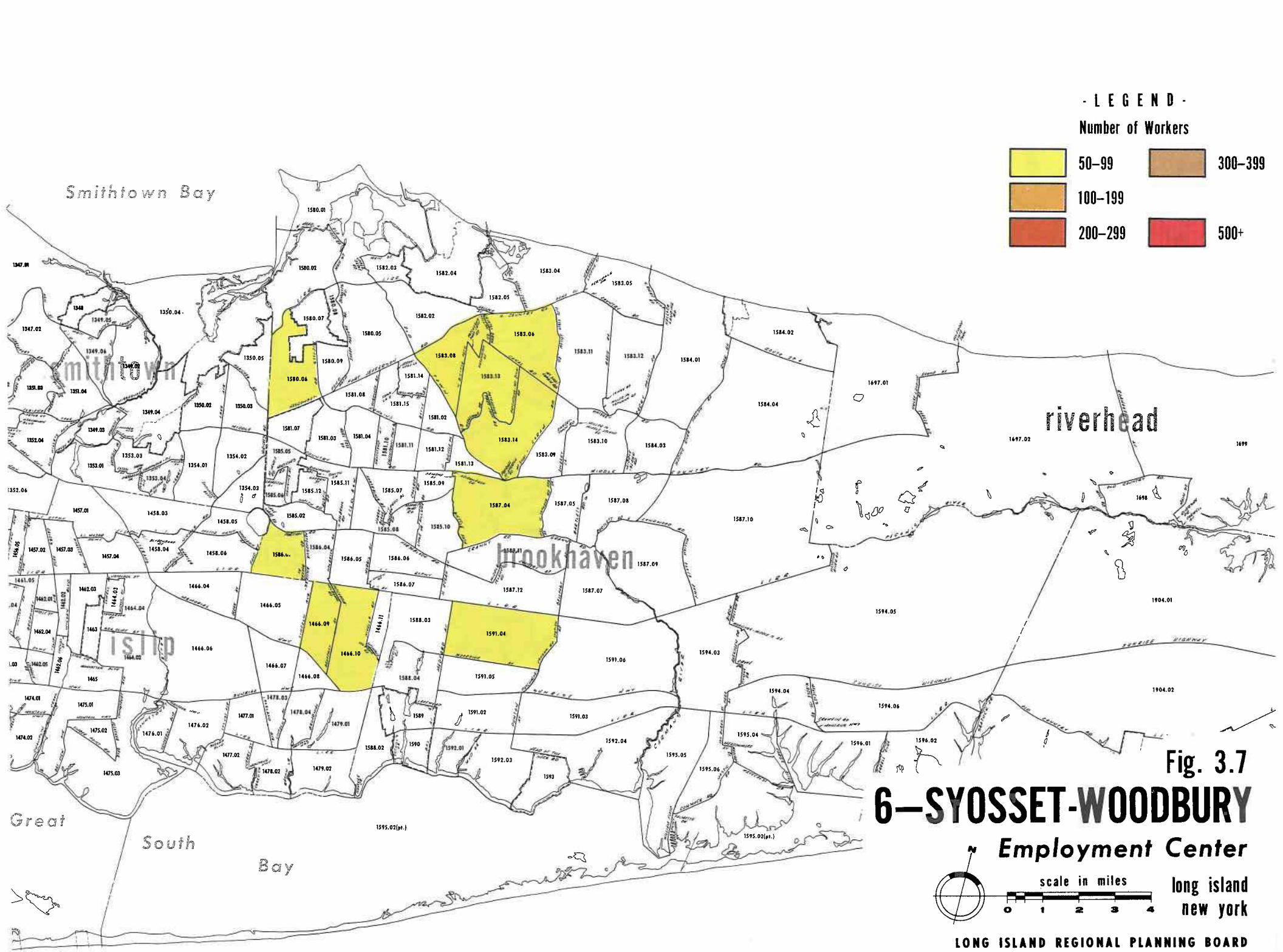


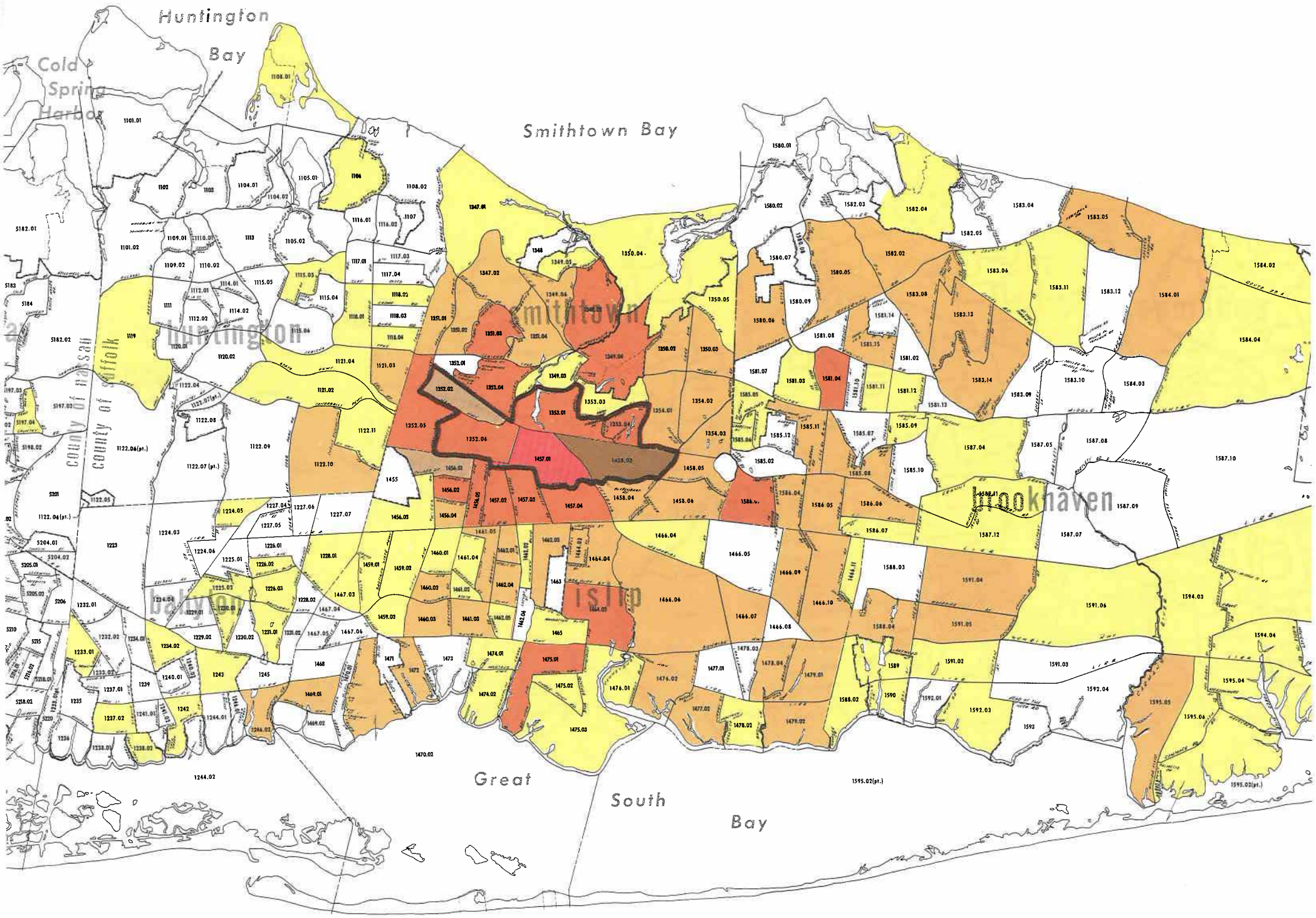
Fig. 3.7

6—SYOSSET-WOODBURY

Employment Center

long island new york

LONG ISLAND REGIONAL PLANNING BOARD


Huntington Bay
Cold Spring Harbor
Smithtown Bay
Huntington
Smithtown
Islip
Babylon
Brookhaven
Great South Bay

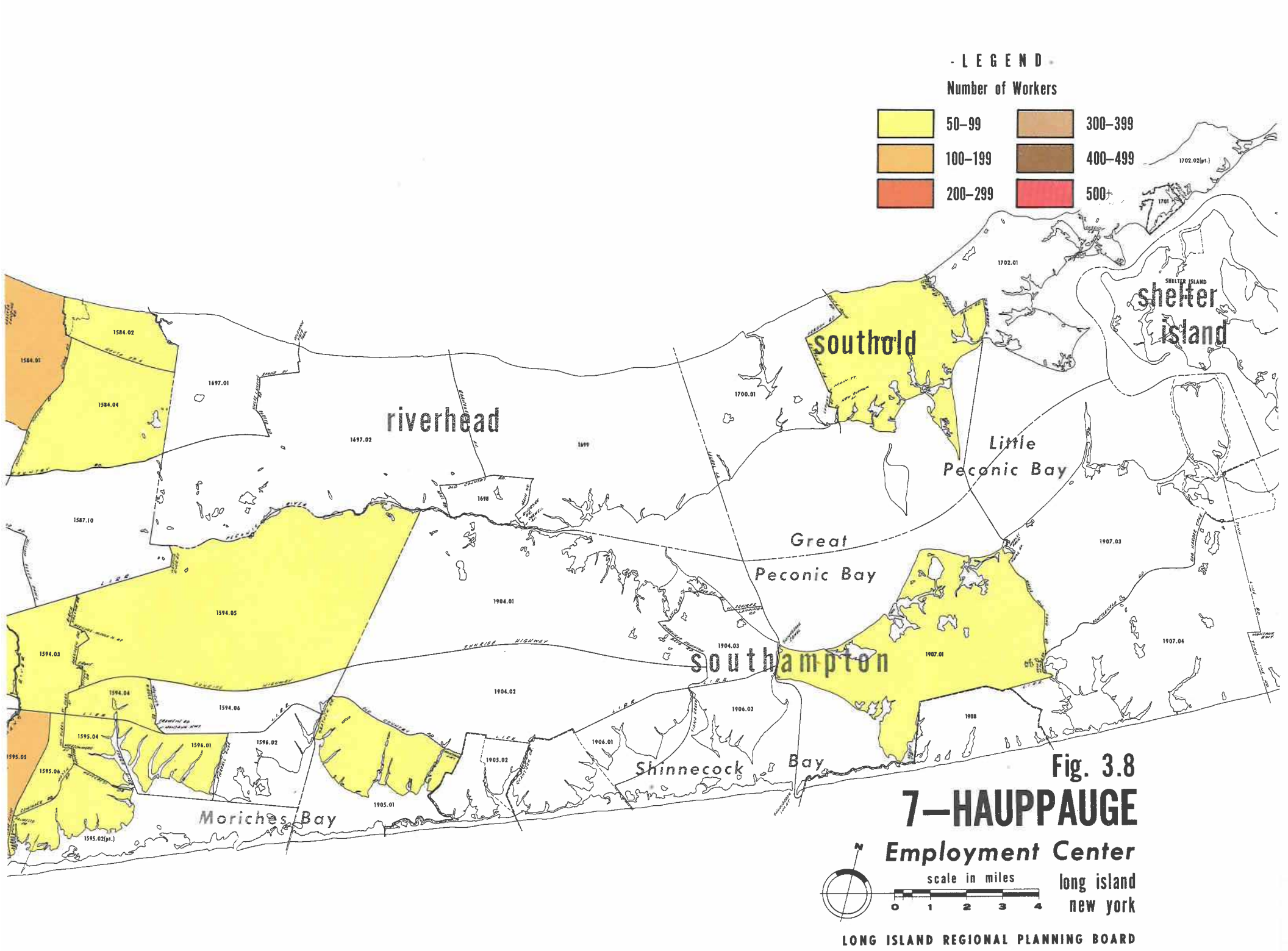


Fig. 3.8

7—HAUPPAUGE

Employment Center

scale in miles

0 1 2 3 4

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

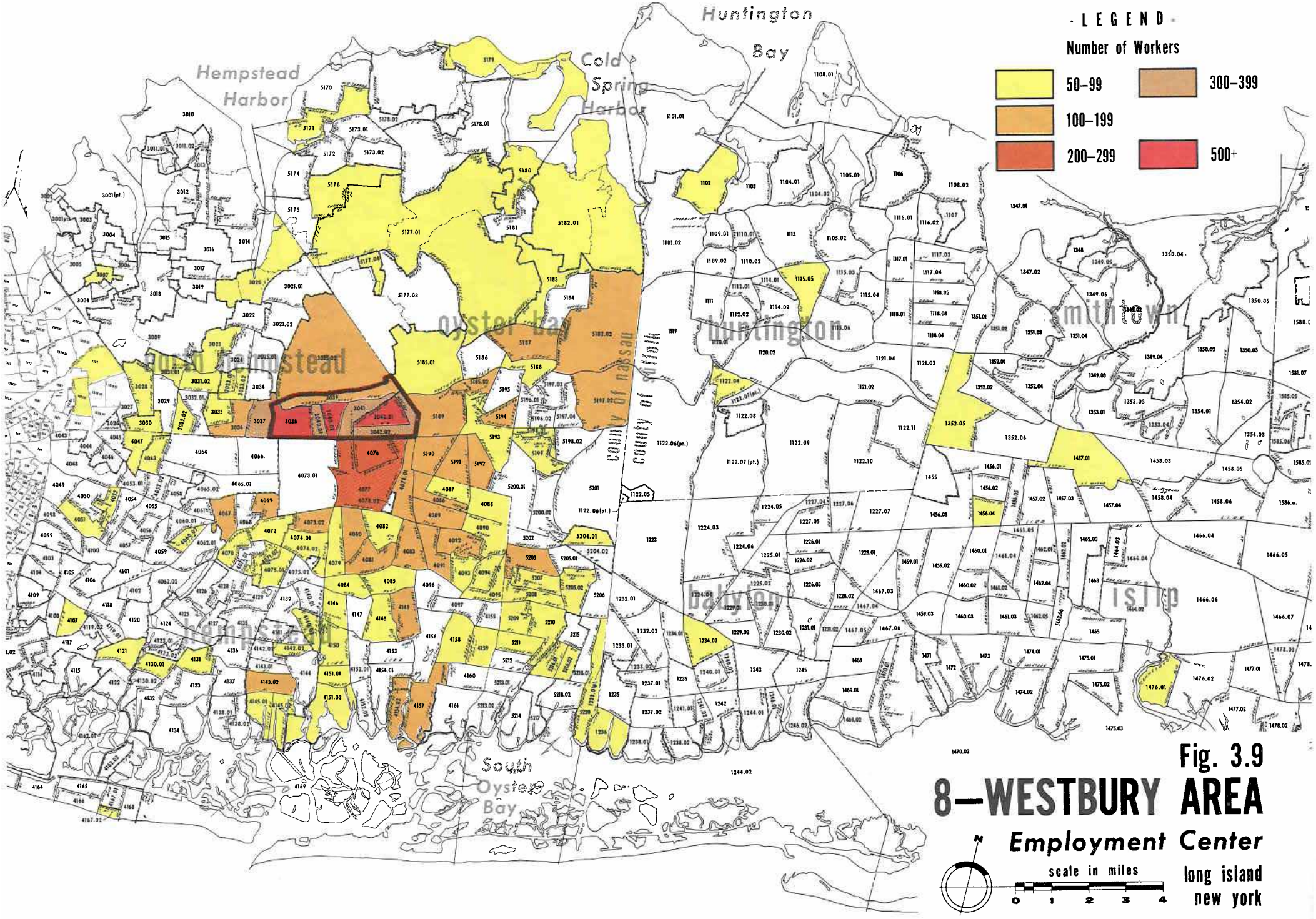


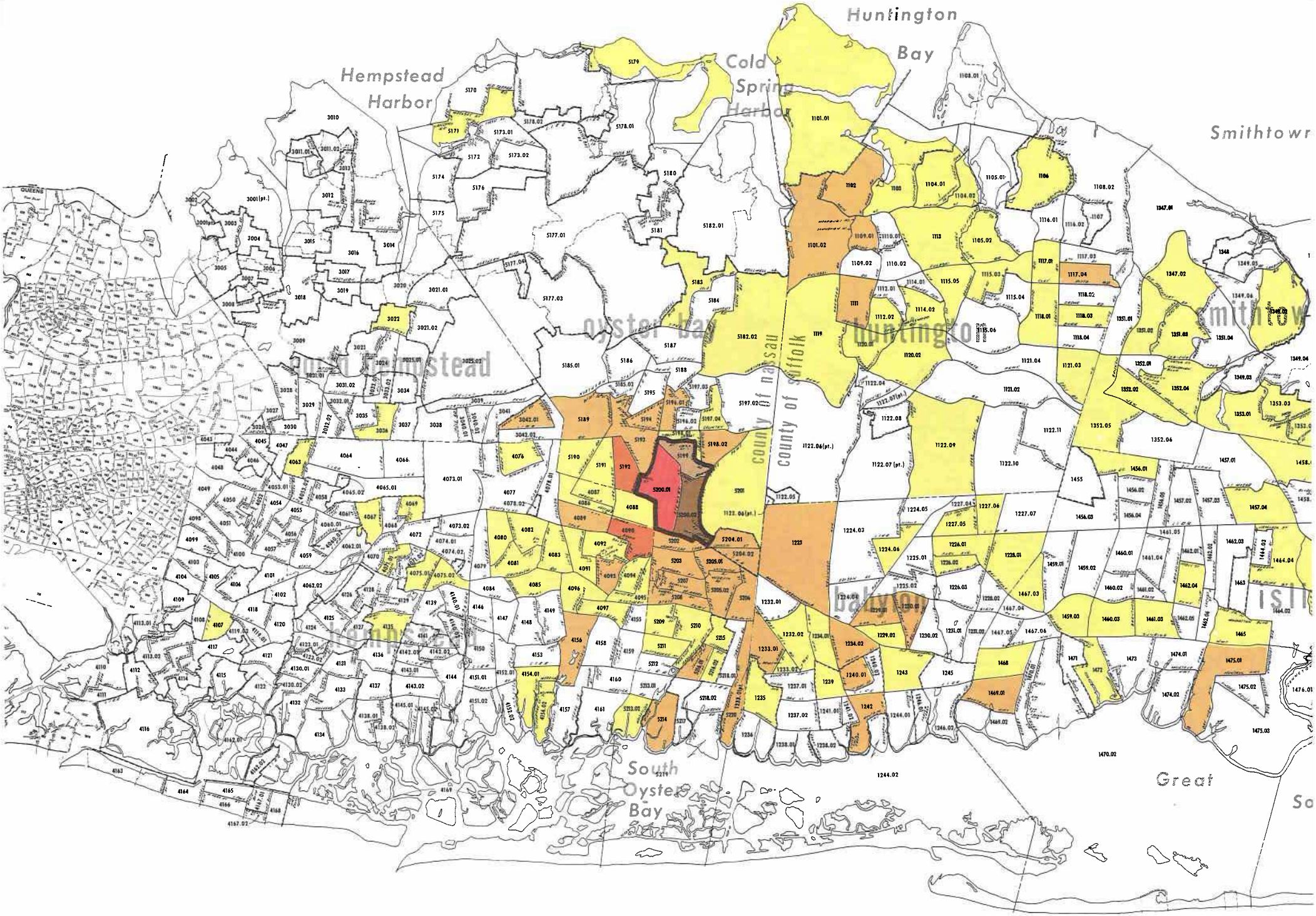
Fig. 3.9

8—WESTBURY AREA

Employment Center

long island new york

LONG ISLAND REGIONAL PLANNING BOARD


Huntington Bay
Hempstead Harbor
Cold Spring Harbor
Smithtown
County of Suffolk
County of Nassau
Oyster Bay
Huntington
Hempstead
Islip
Babylon
South Oyster Bay
Great

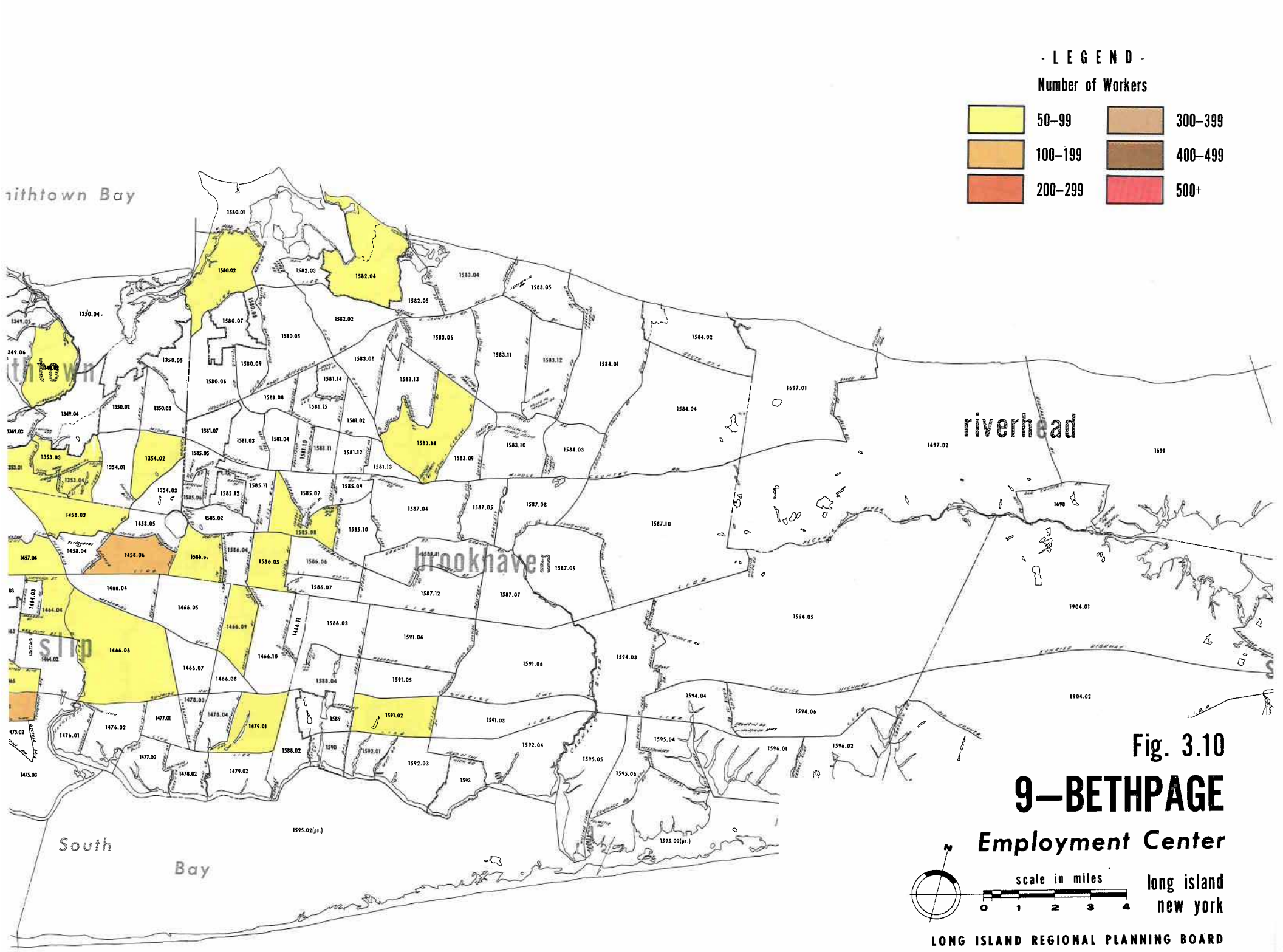
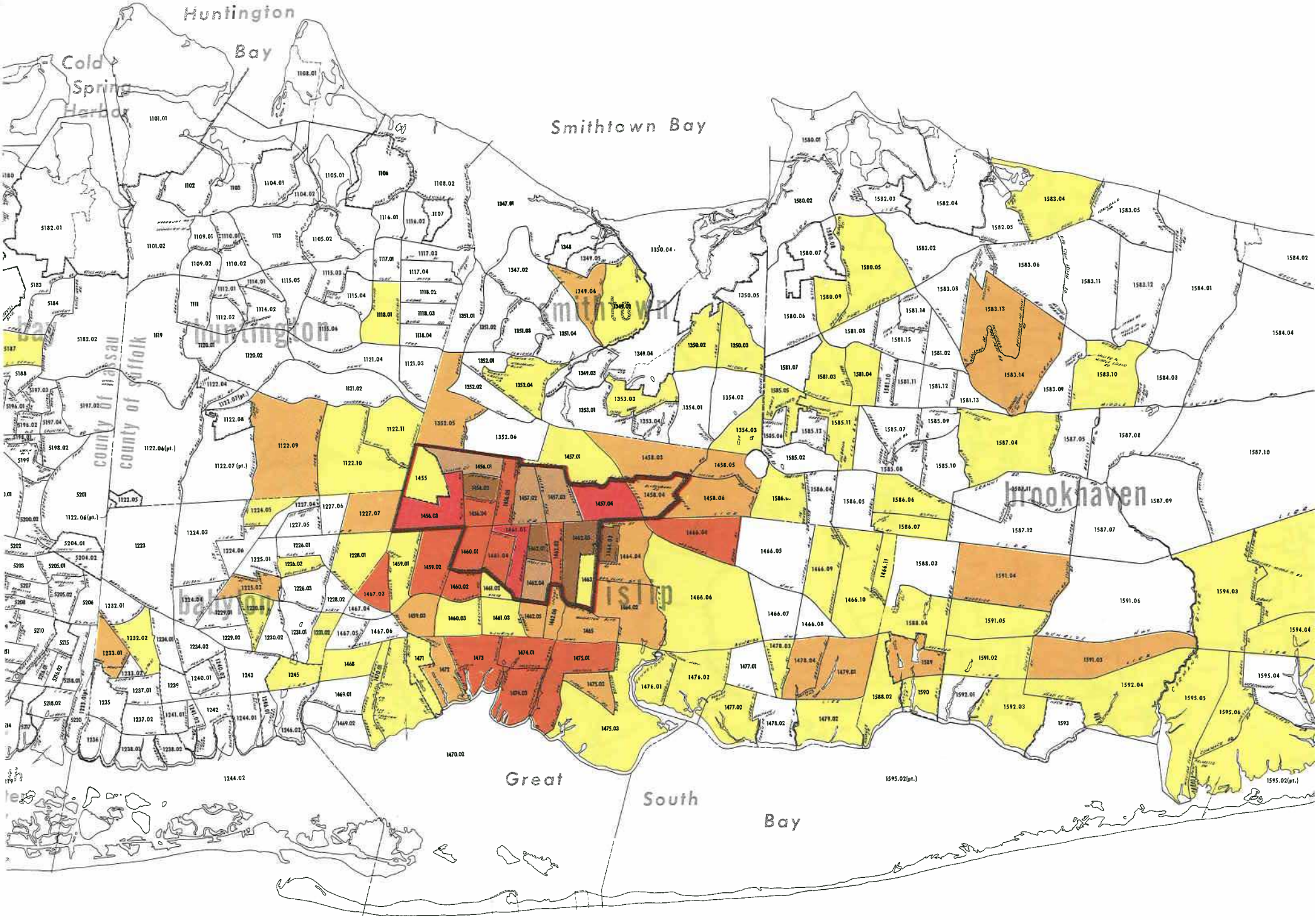


Fig. 3.10

9—BETHPAGE

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD


Huntington Bay
Cold Spring Harbor
Smithtown Bay
Great South Bay
Huntington
Smithtown
Brookhaven
Islip
Babylon
county of Nassau
county of Suffolk

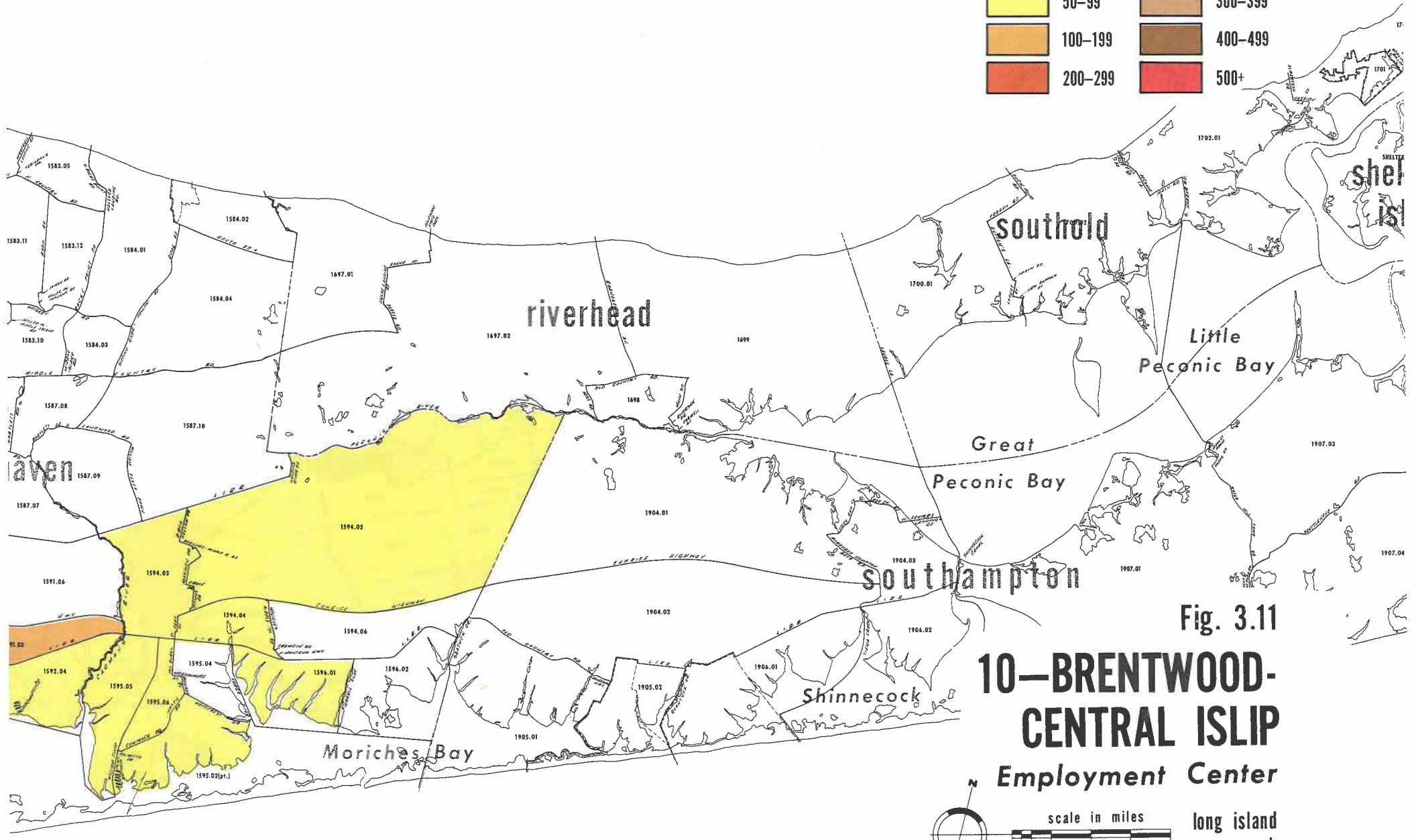
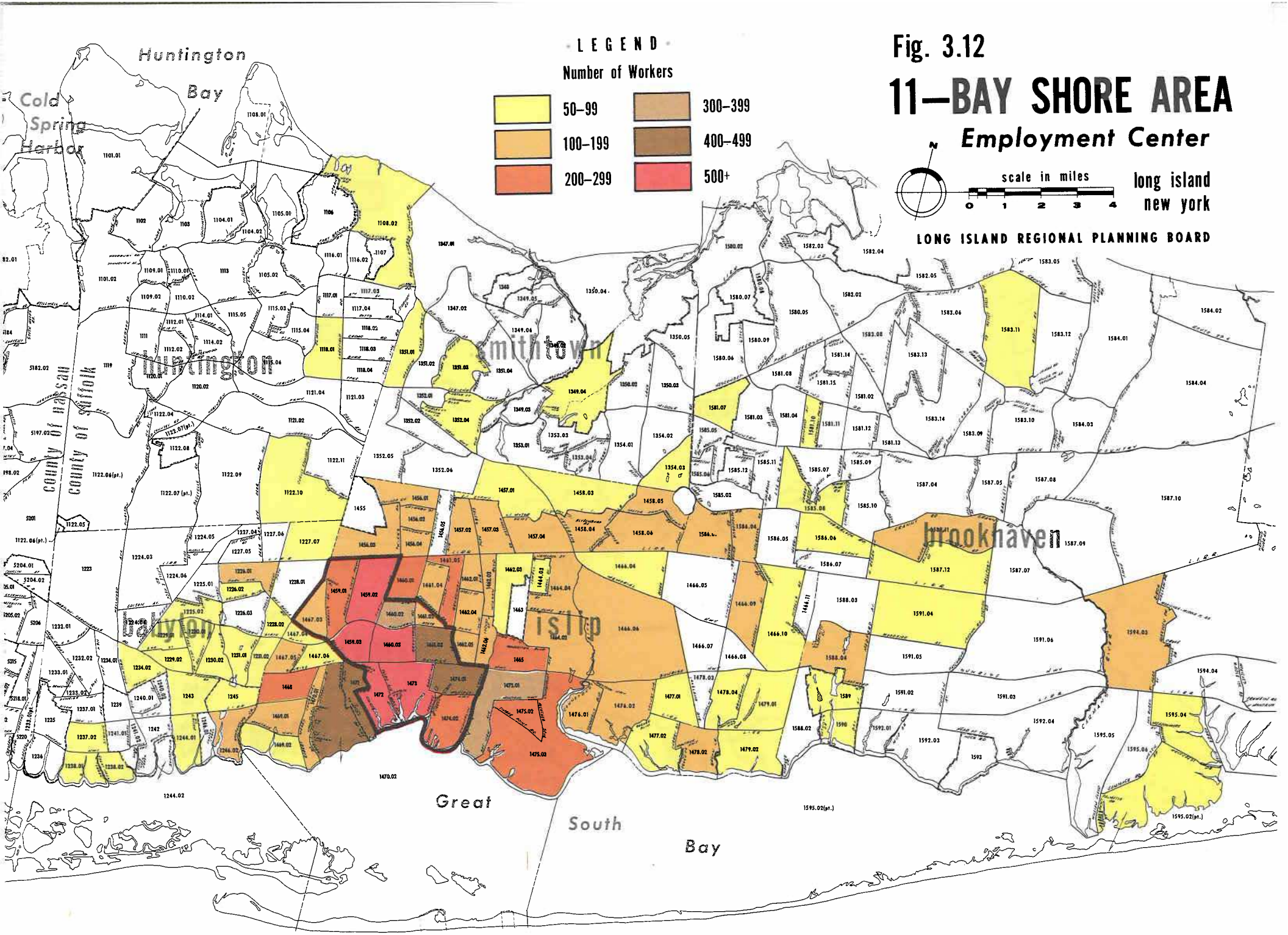


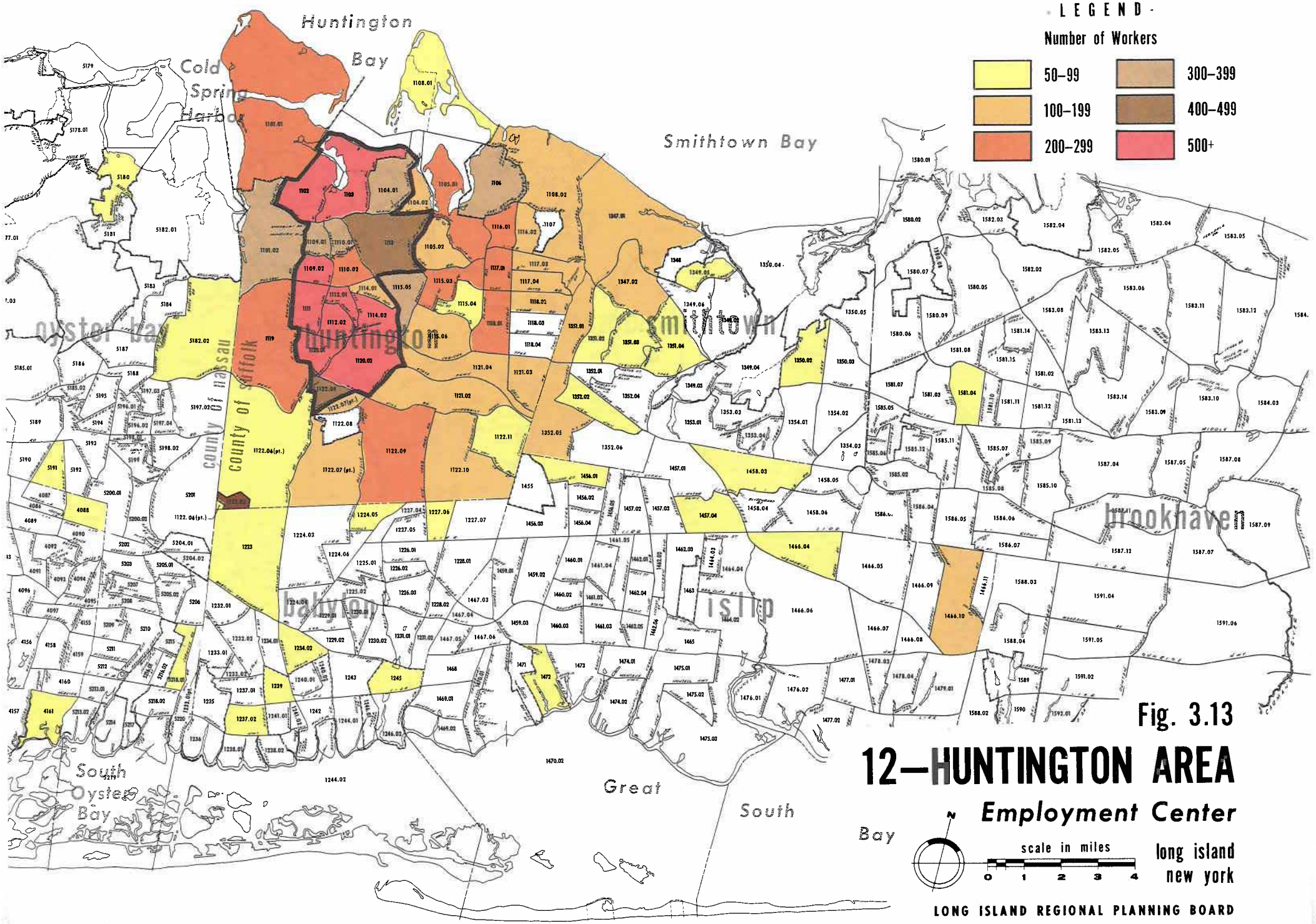
Fig. 3.11

10—BRENTWOOD-CENTRAL ISLIP

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD


LEGEND
Number of Workers
50–99
100–199
200–299
300–399
400–499
500+
Fig. 3.12
11—BAY SHORE AREA
Employment Center
N
scale in miles
0 1 2 3 4
long island
new york
LONG ISLAND REGIONAL PLANNING BOARD
Huntington Bay
Cold Spring Harbor
Huntington
Smithtown
Brookhaven
Islip
Babylon
County of Nassau
County of Suffolk
Great South Bay


Huntington Bay
Cold Spring Harbor
Smithtown Bay
oyster bay
huntington
smithtown
county of nassau
county of suffolk
babylon
islip
brookhaven
South Oyster Bay
Great South Bay
- LEGEND -
Number of Workers
50–99
100–199
200–299
300–399
400–499
500+
Fig. 3.13
12—HUNTINGTON AREA
Employment Center
N
scale in miles
0 1 2 3 4
long island
new york
LONG ISLAND REGIONAL PLANNING BOARD

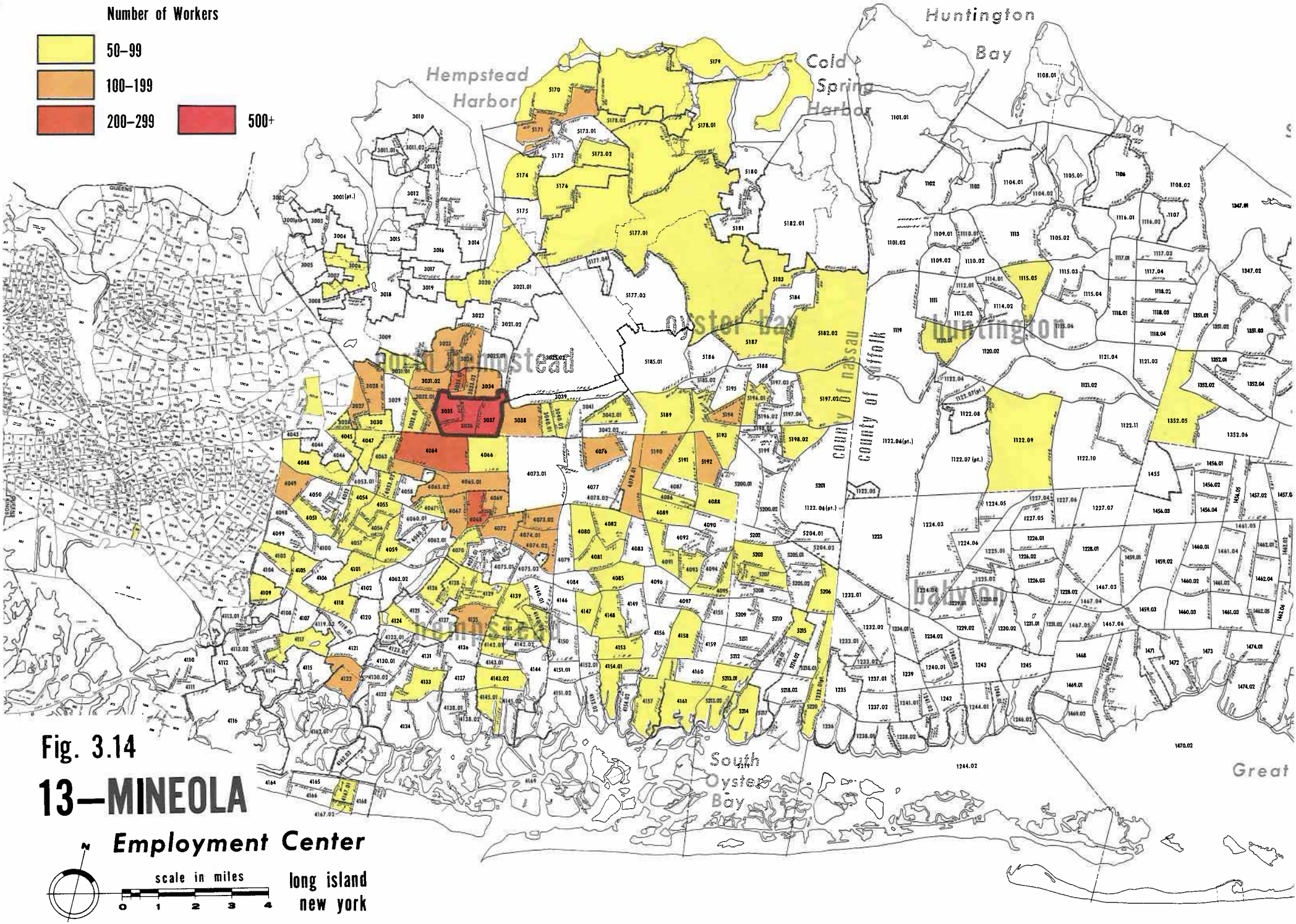


Fig. 3.14

13—MINEOLA

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

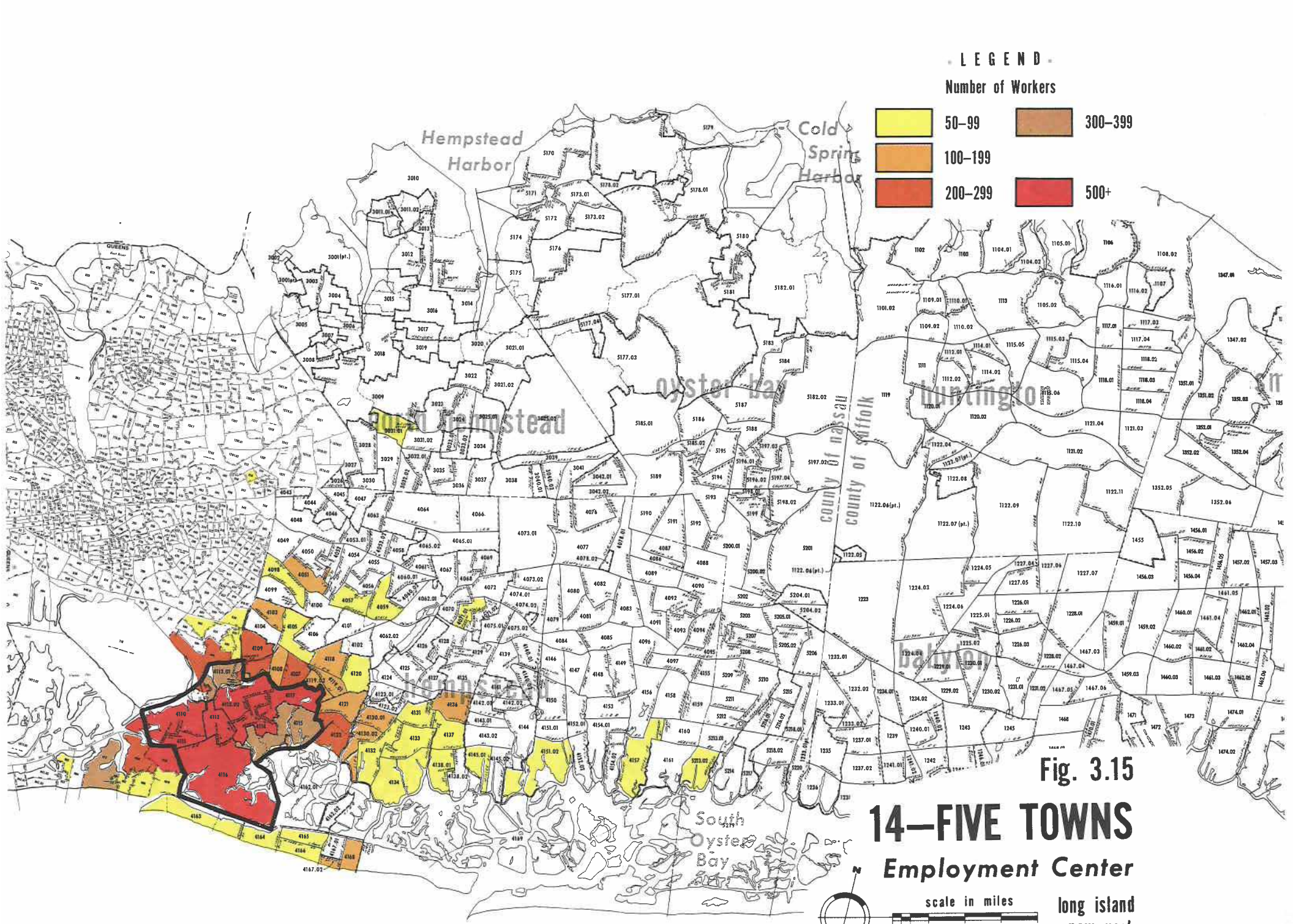


Fig. 3.15

14—FIVE TOWNS

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD

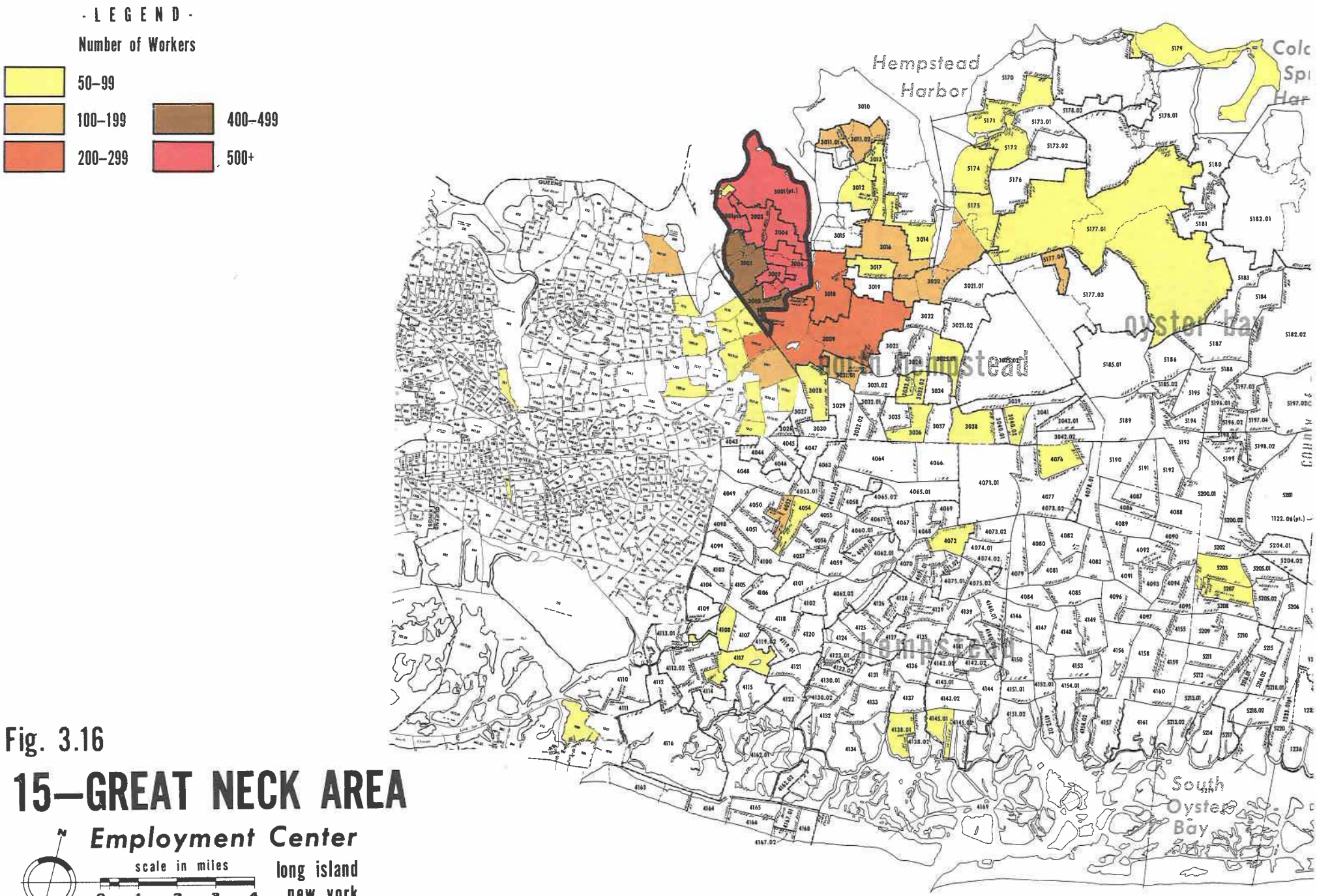


Fig. 3.16

15—GREAT NECK AREA

Employment Center

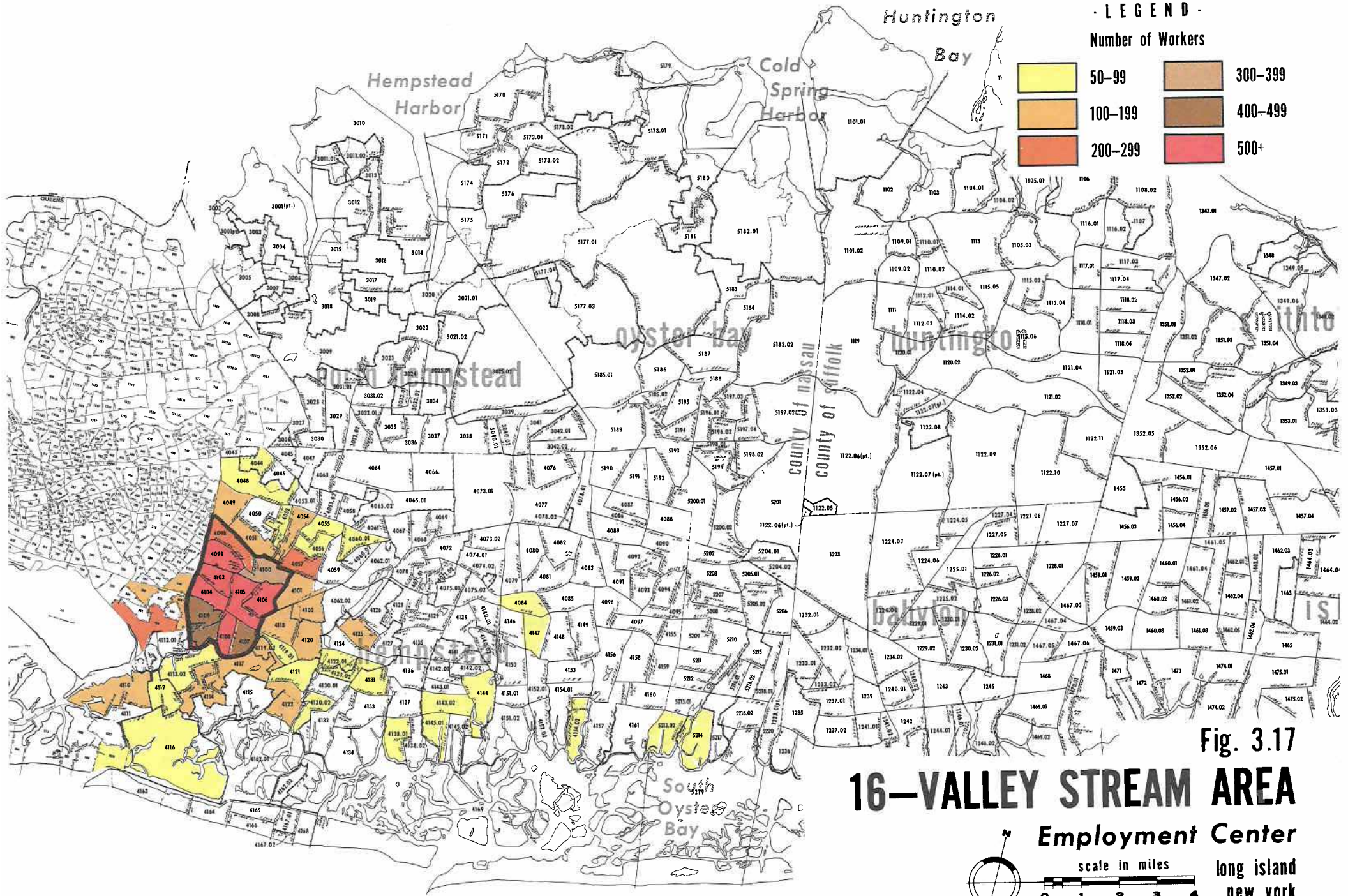


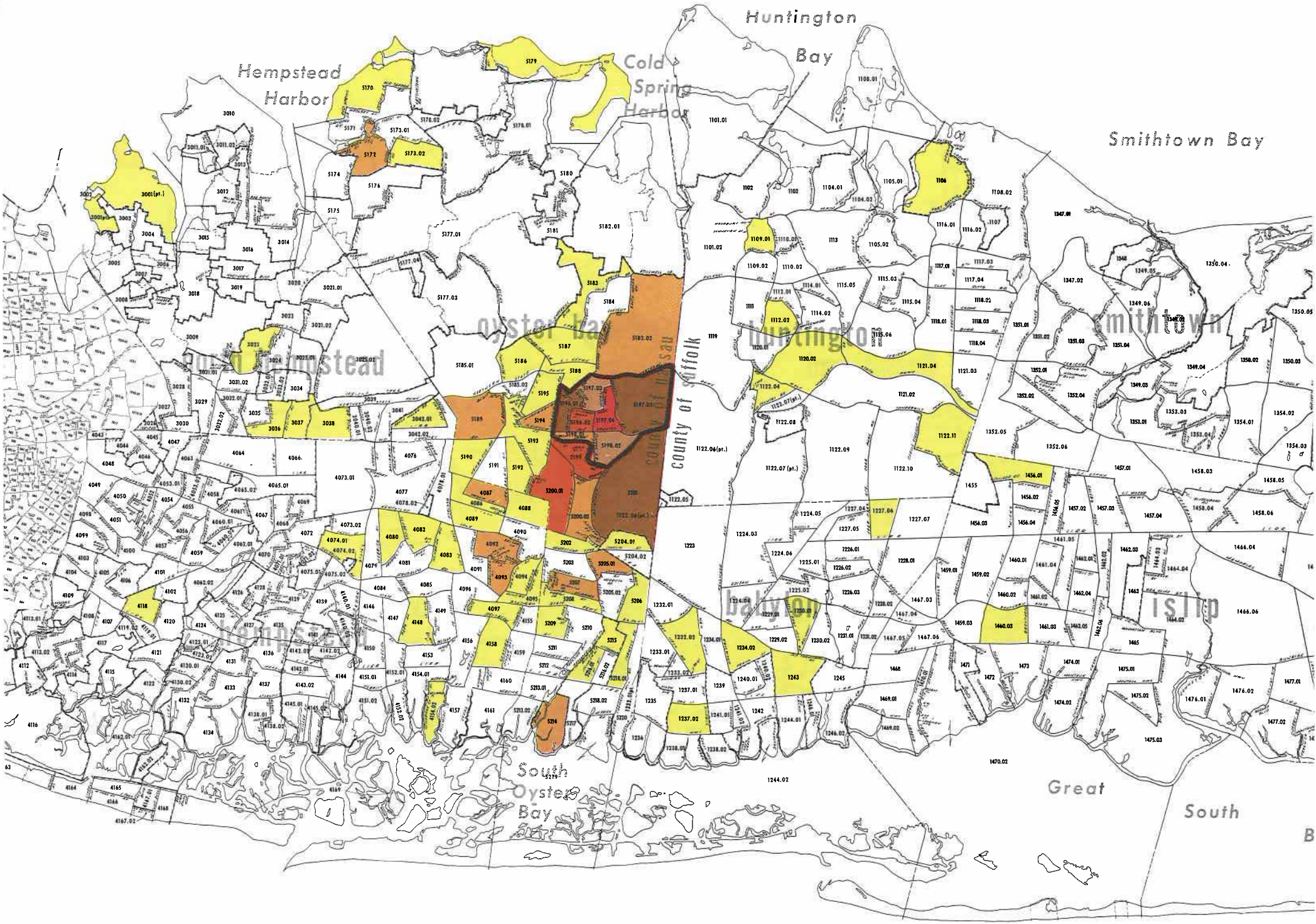
Fig. 3.17

16–VALLEY STREAM AREA

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD


Hempstead Harbor
Cold Spring Harbor
Huntington Bay
Smithtown Bay
oyster bay
huntington
smithtown
hempstead
county of suffolk
county of nassau
babylon
islip
South Oyster Bay
Great South

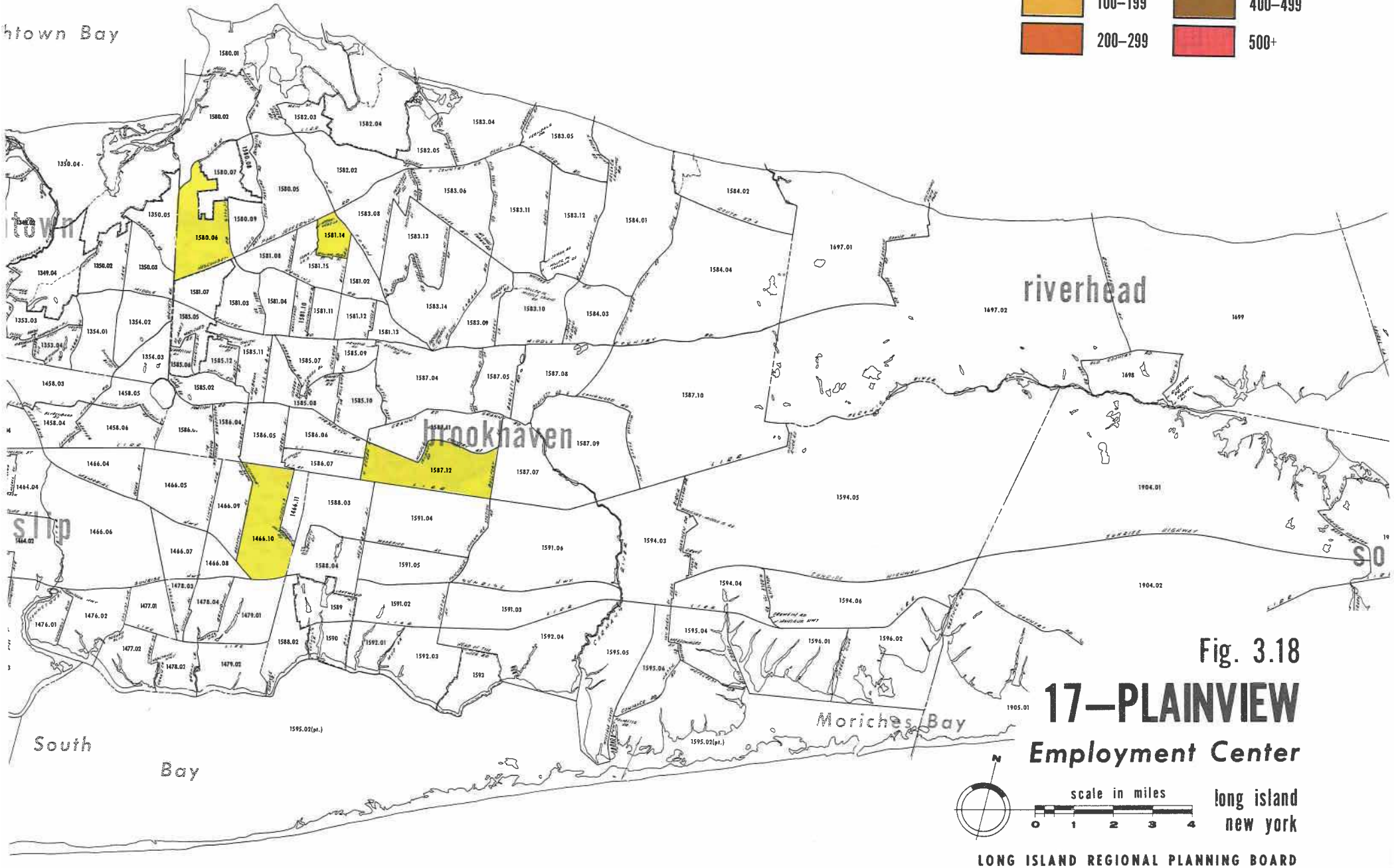


Fig. 3.18

17—PLAINVIEW

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

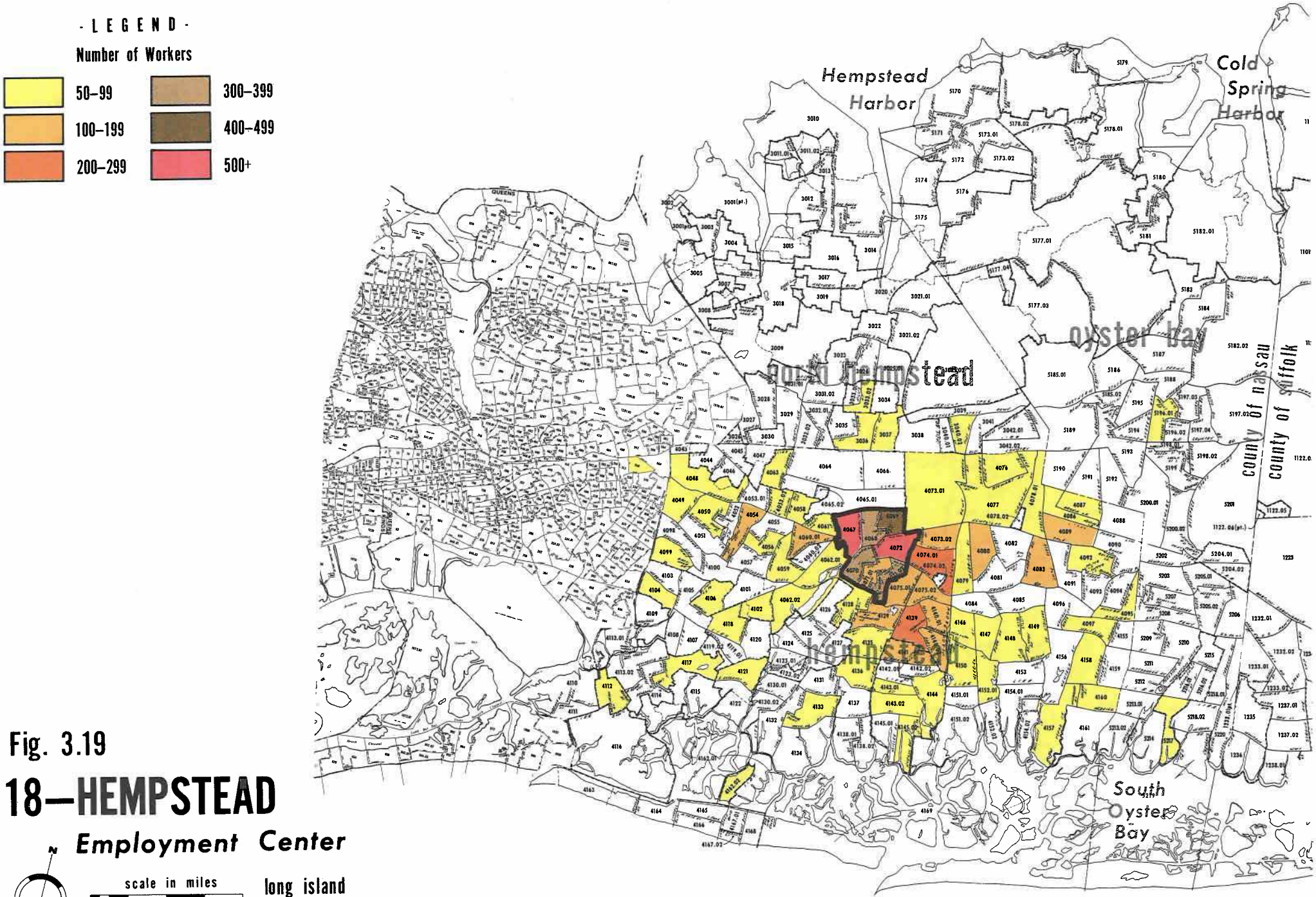


Fig. 3.19

18—HEMPSTEAD

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD

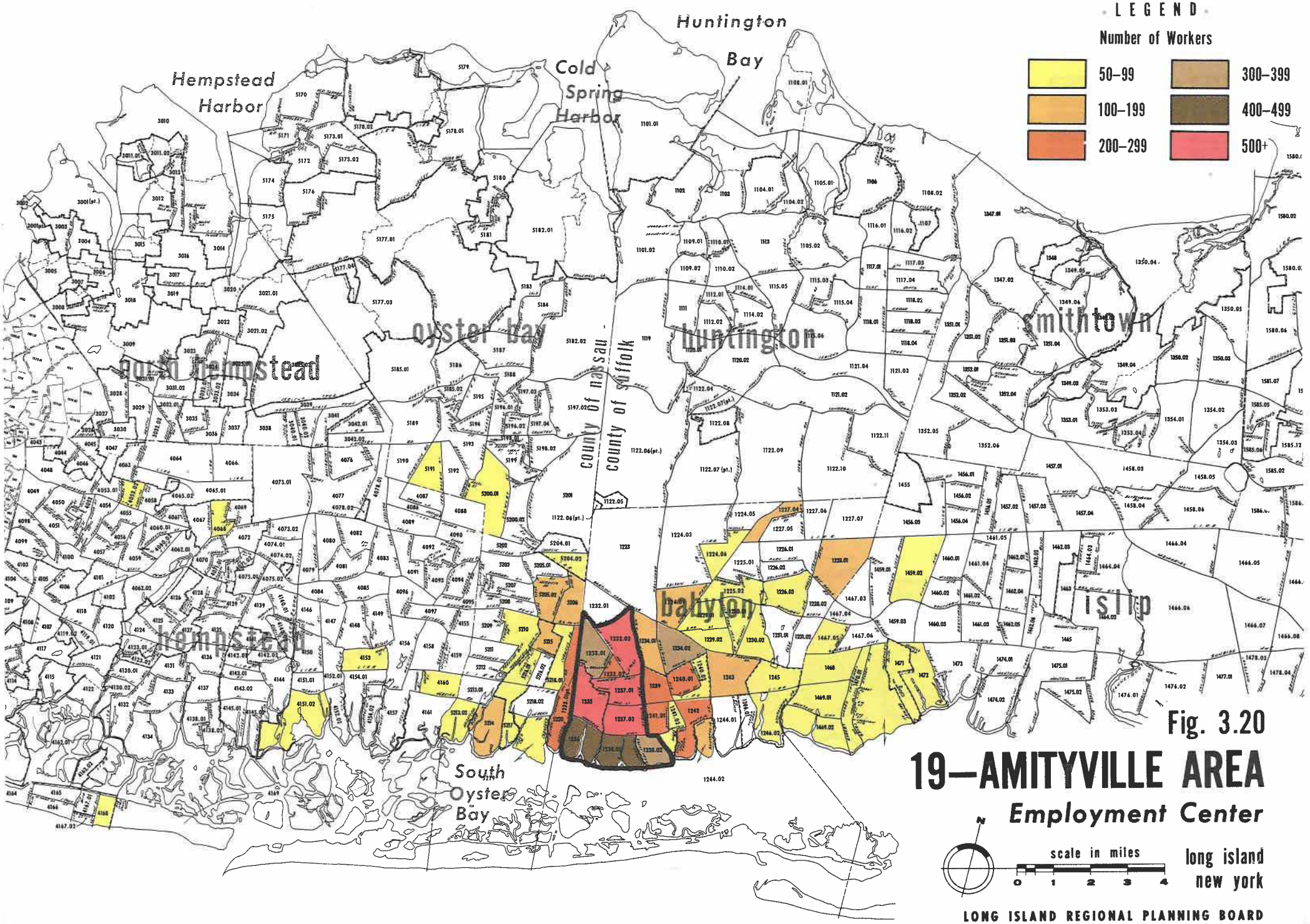


Fig. 3.20

19—AMITYVILLE AREA

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD

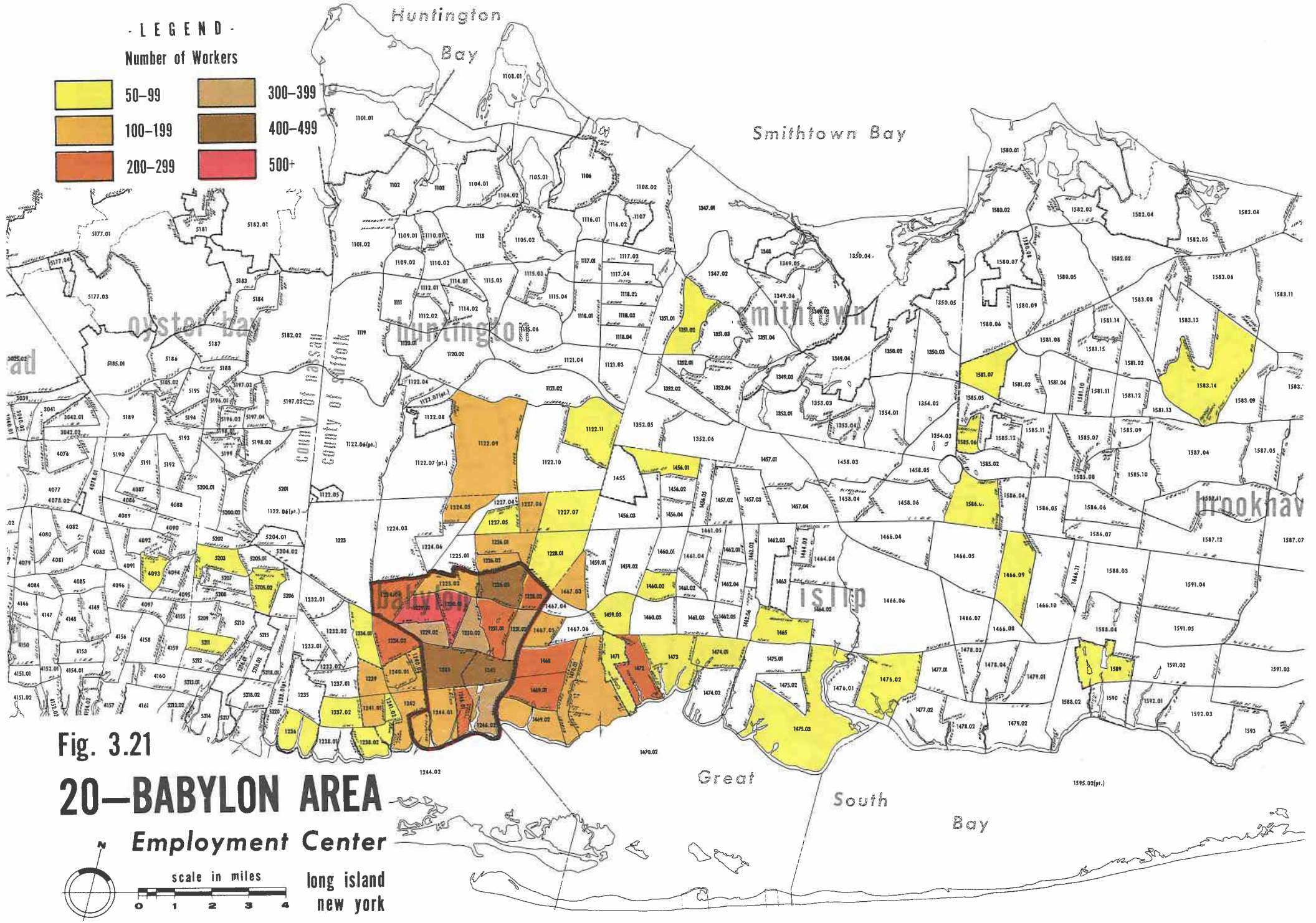
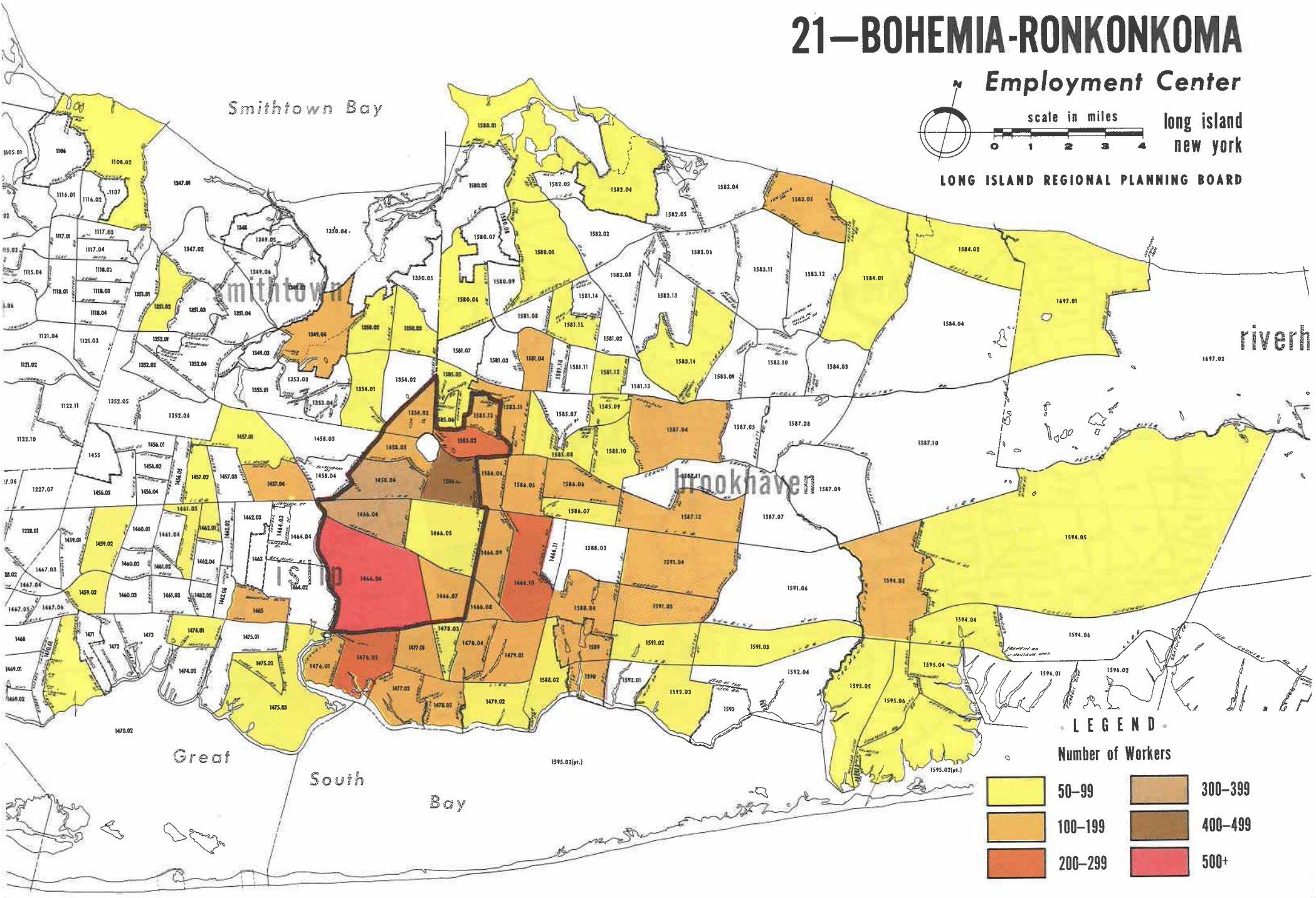
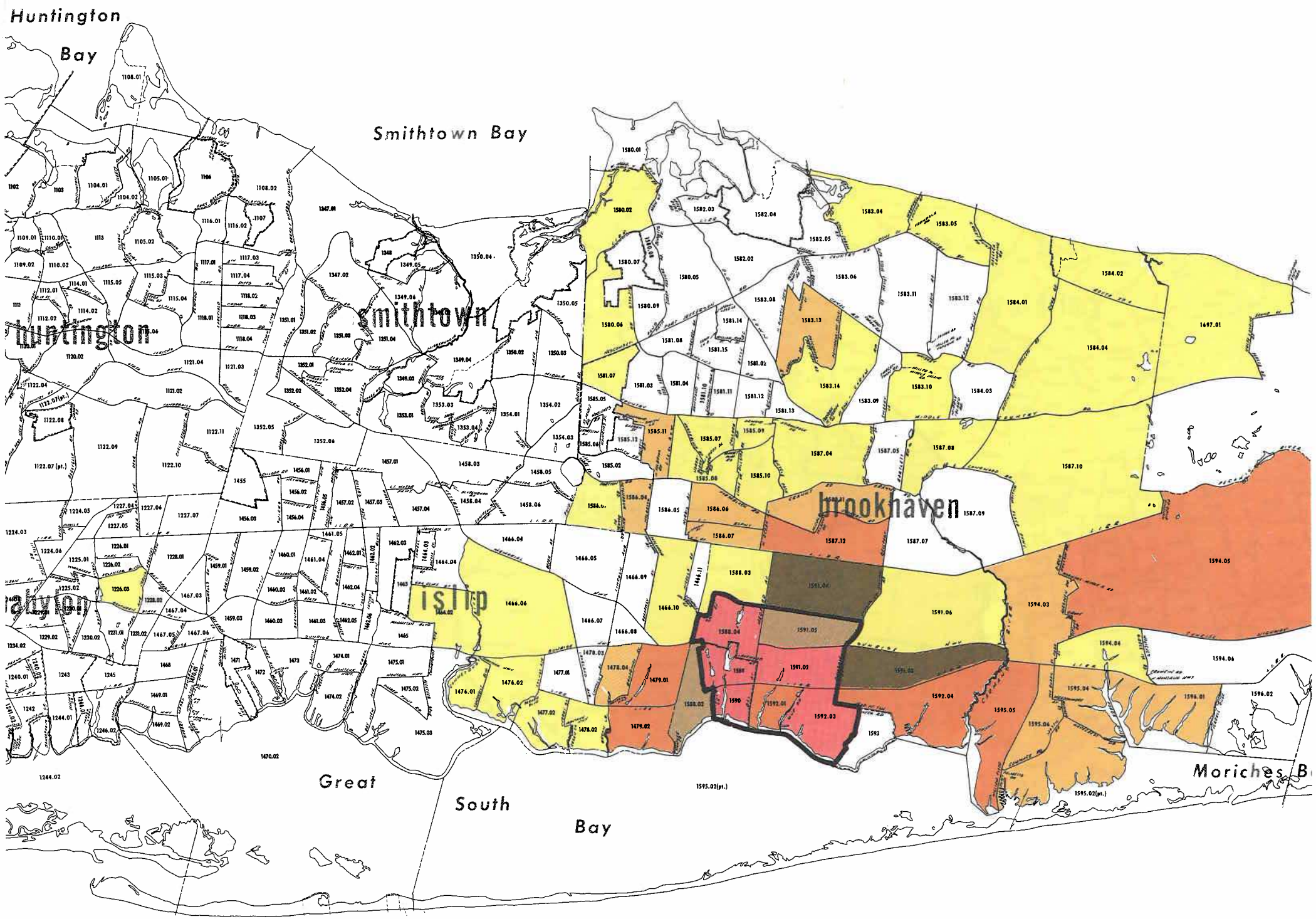

- LEGEND -
Number of Workers
50–99
100–199
200–299
300–399
400–499
500+
Huntington Bay
Smithtown Bay
Great South Bay
babylon
islip
brookhav
Fig. 3.21
20—BABYLON AREA
Employment Center
N
scale in miles
0 1 2 3 4
long island new york
LONG ISLAND REGIONAL PLANNING BOARD

Fig. 3.22

21—BOHEMIA-RONKONKOMA

Employment Center




Huntington Bay
Smithtown Bay
huntington
smithtown
brookhaven
islip
Great South Bay
Moriches B

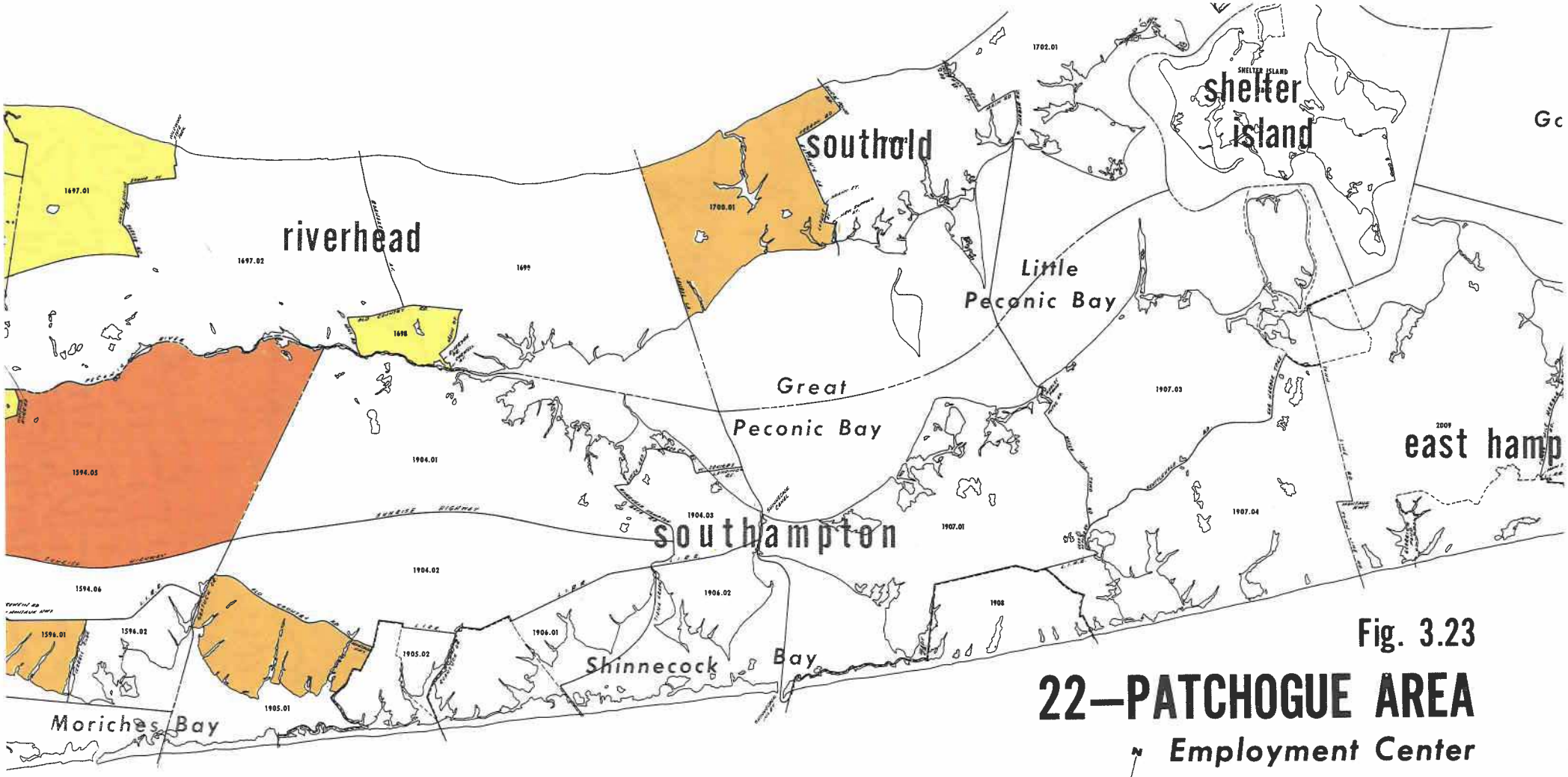


Fig. 3.23

22—PATCHOGUE AREA

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

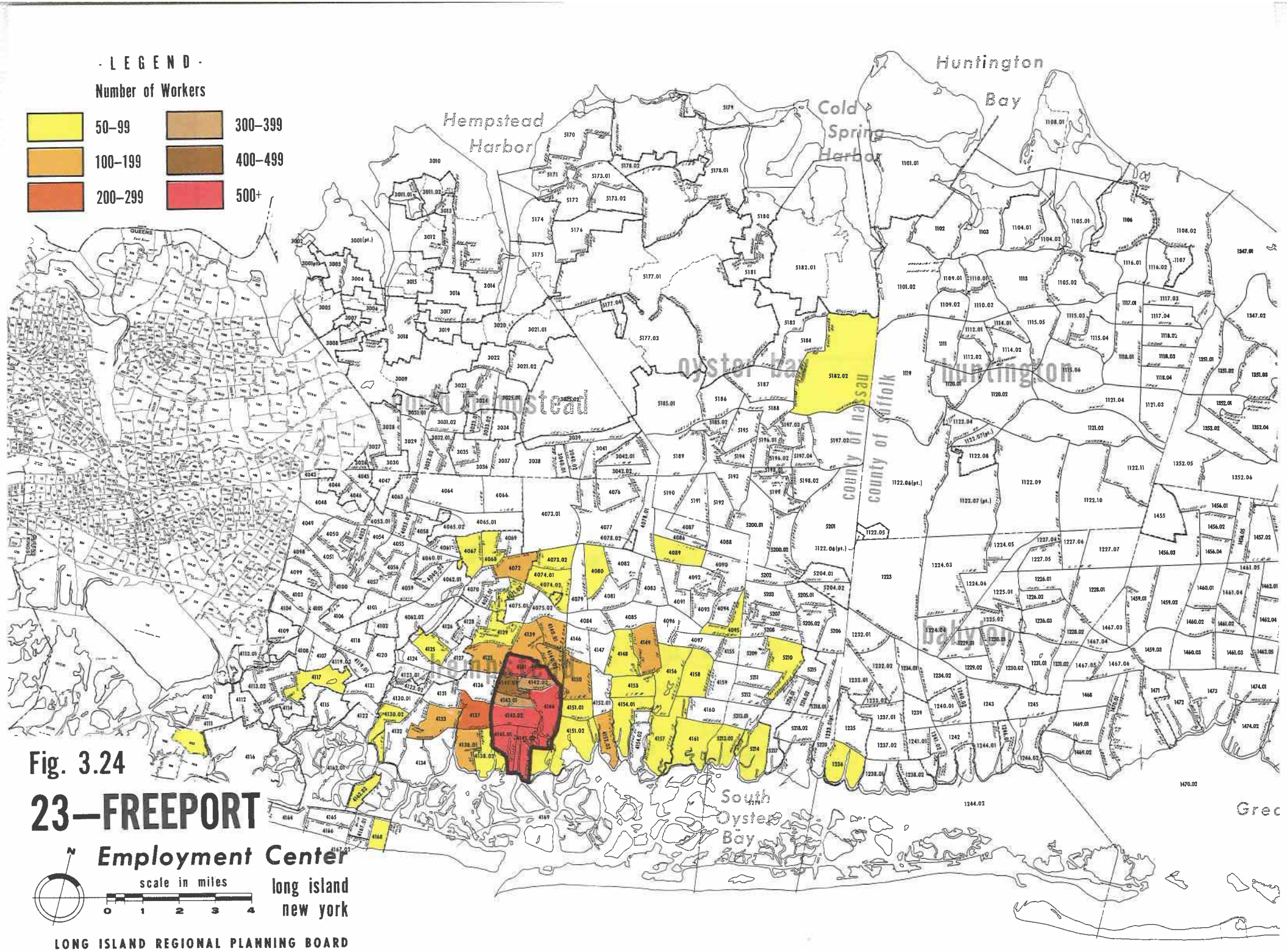


Fig. 3.24

23—FREEPORT

Employment Center

scale in miles

0 1 2 3 4

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

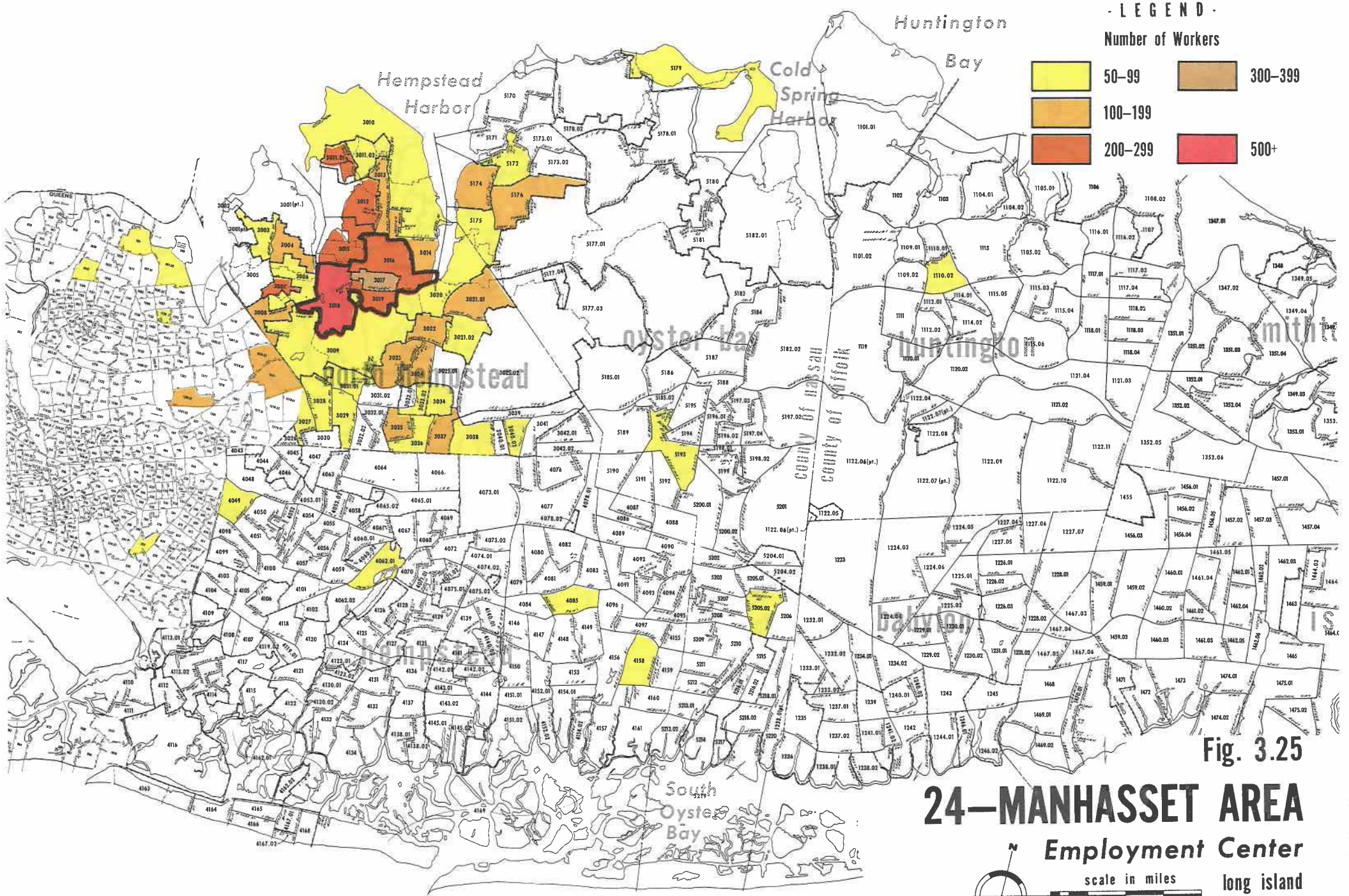


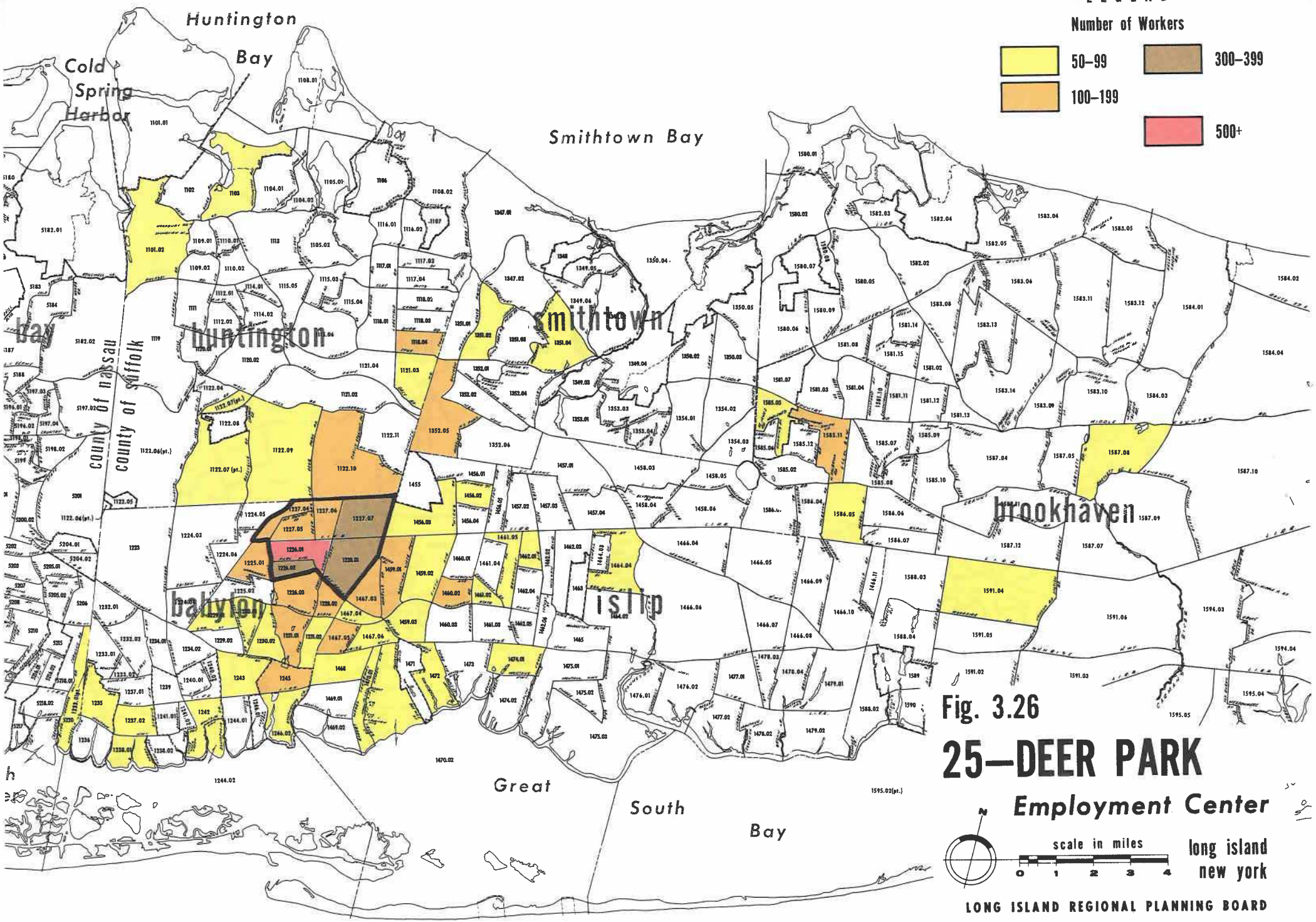
Fig. 3.25

24—MANHASSET AREA

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD


Huntington Bay
Cold Spring Harbor
Smithtown Bay
bay
huntington
smithtown
brookhaven
babylon
islip
county of nassau
county of suffolk
Great South Bay
· LEGEND ·
Number of Workers
50–99
100–199
300–399
500+
Fig. 3.26
25—DEER PARK
Employment Center
scale in miles
0 1 2 3 4
long island
new york
LONG ISLAND REGIONAL PLANNING BOARD

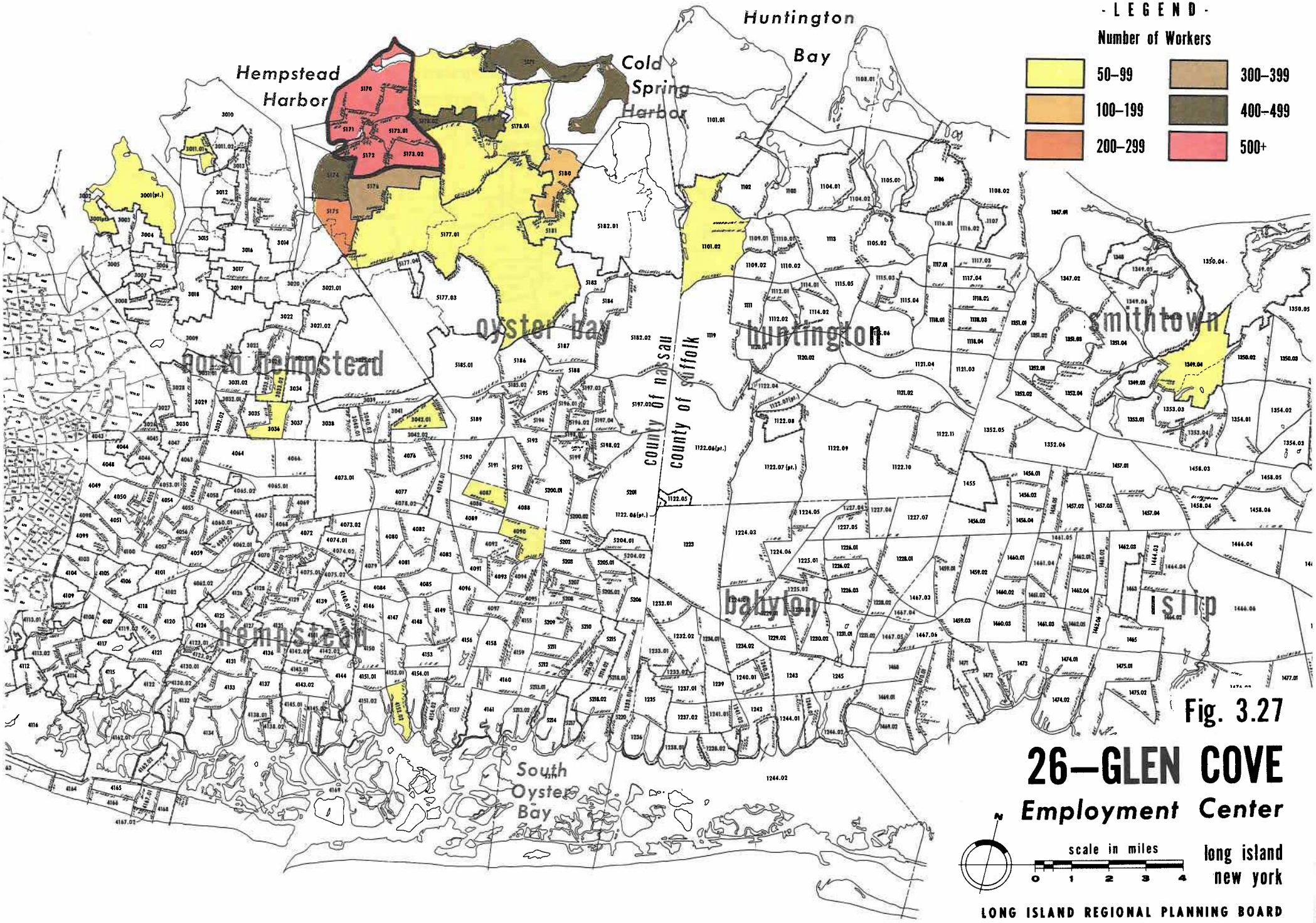


Fig. 3.27

26—GLEN COVE

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

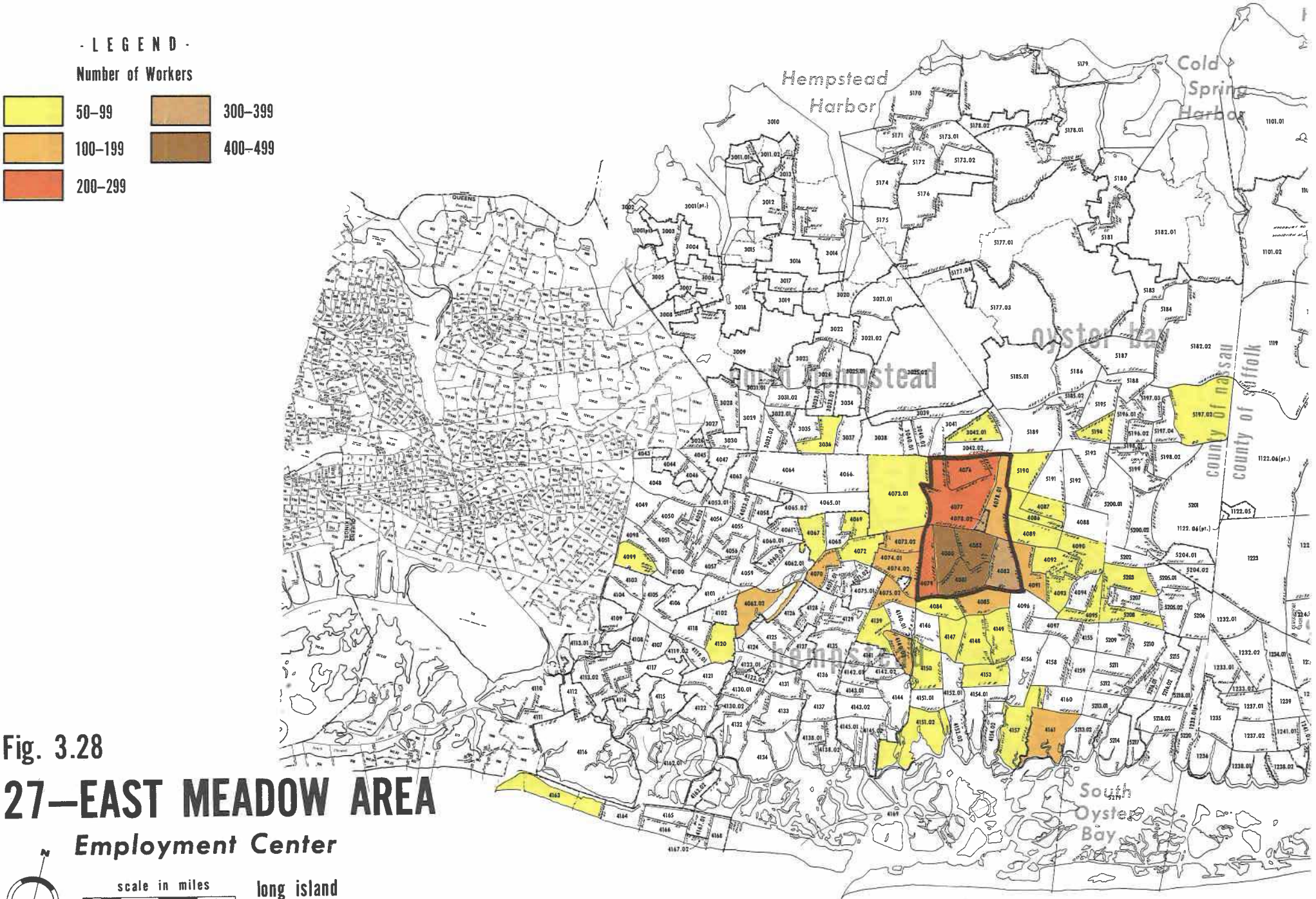


Fig. 3.28

27—EAST MEADOW AREA

Employment Center

N

scale in miles

0 1 2 3 4

long island new york

LONG ISLAND REGIONAL PLANNING BOARD

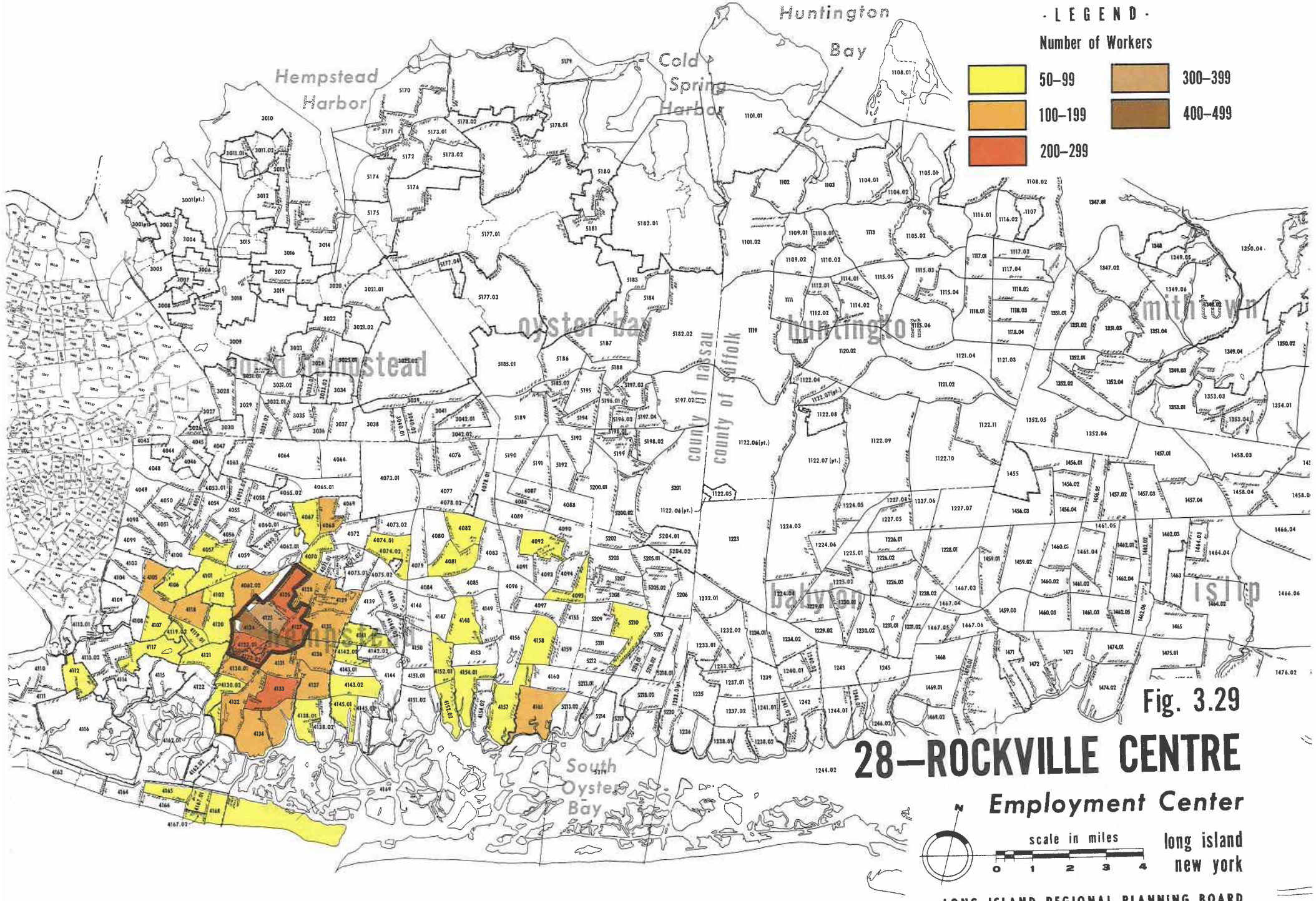


Fig. 3.29

28—ROCKVILLE CENTRE

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

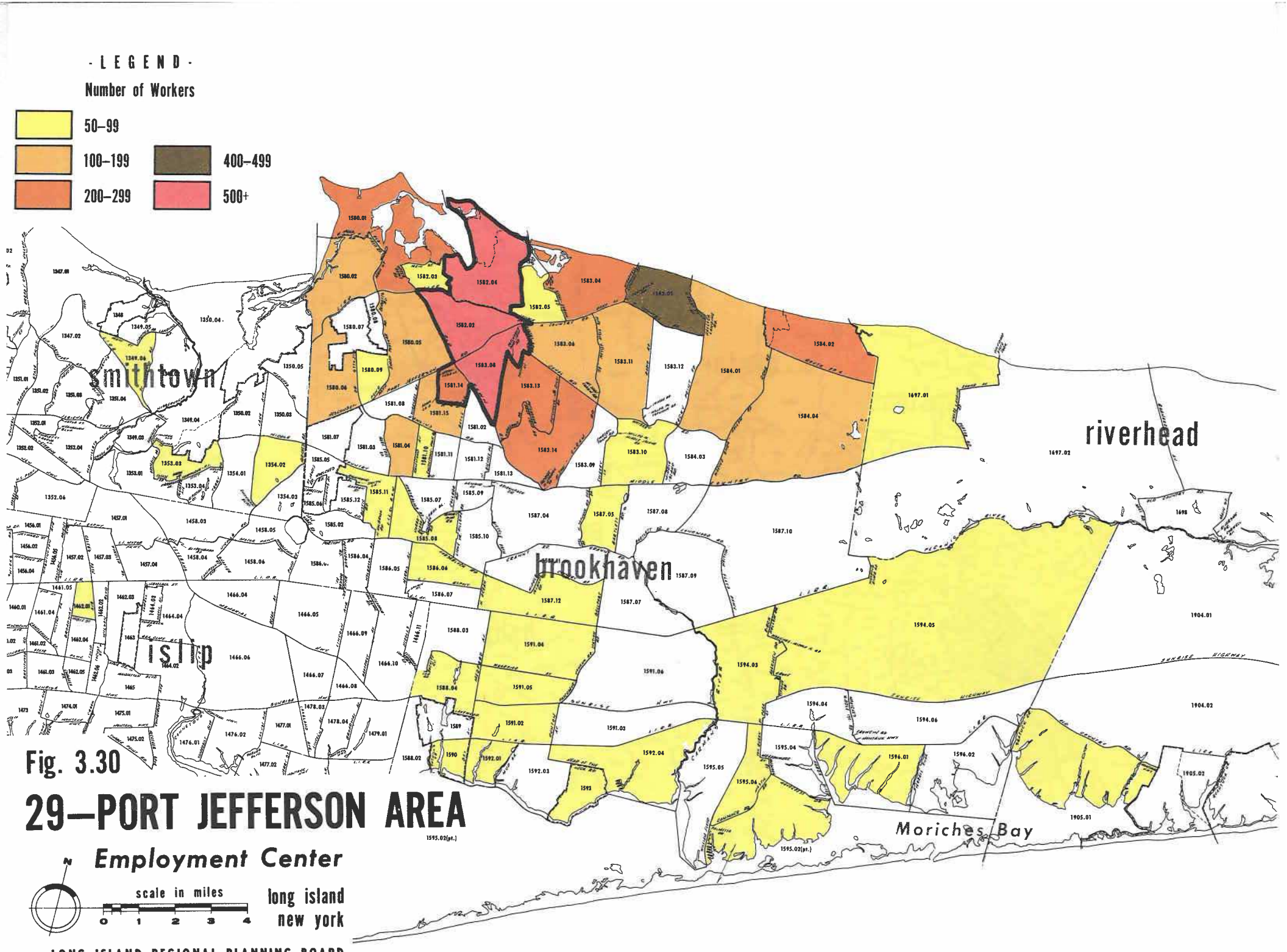


Fig. 3.30

29—PORT JEFFERSON AREA

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD

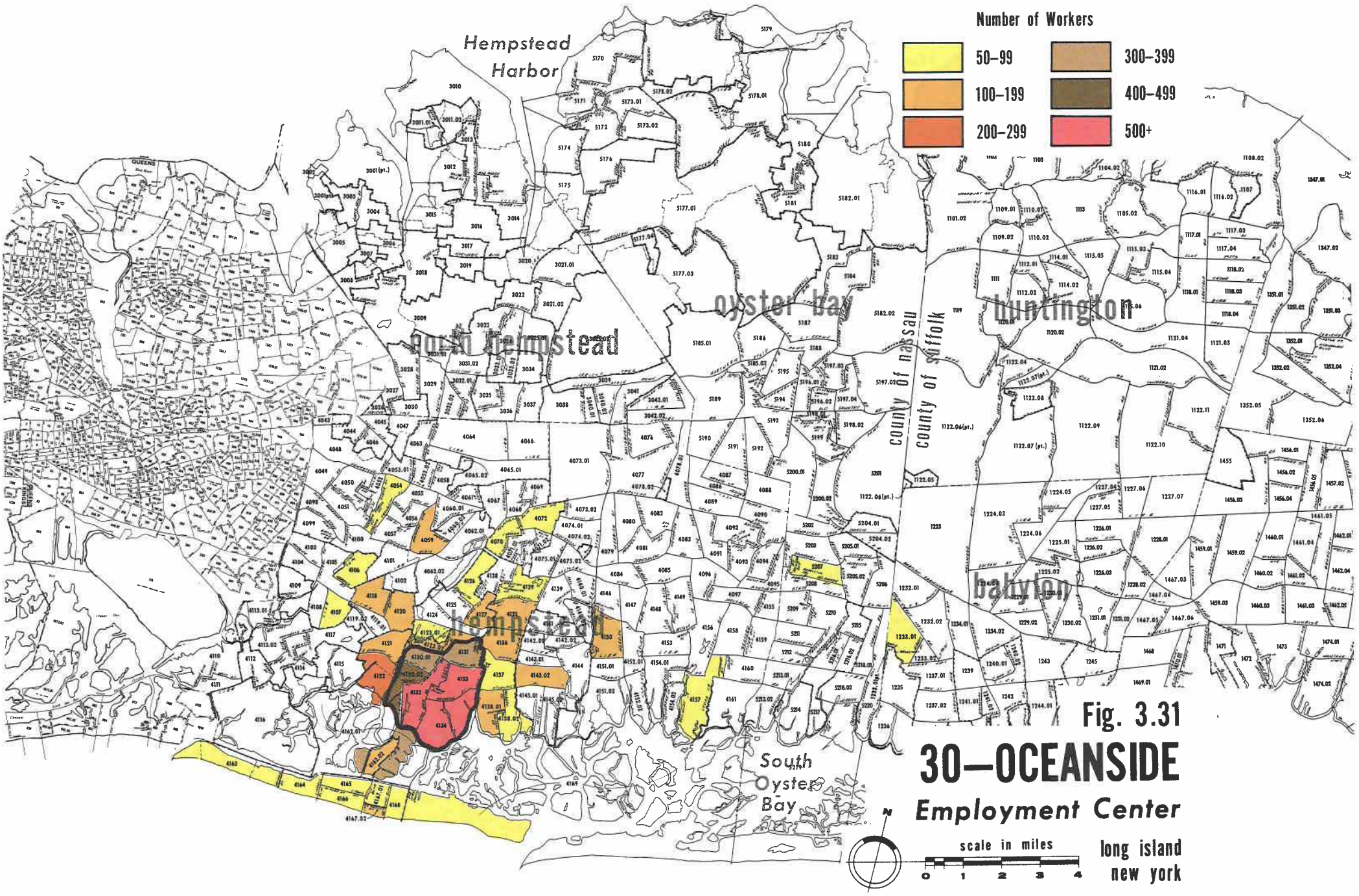


Fig. 3.31

30—OCEANSIDE

Employment Center

LONG ISLAND REGIONAL PLANNING BOARD

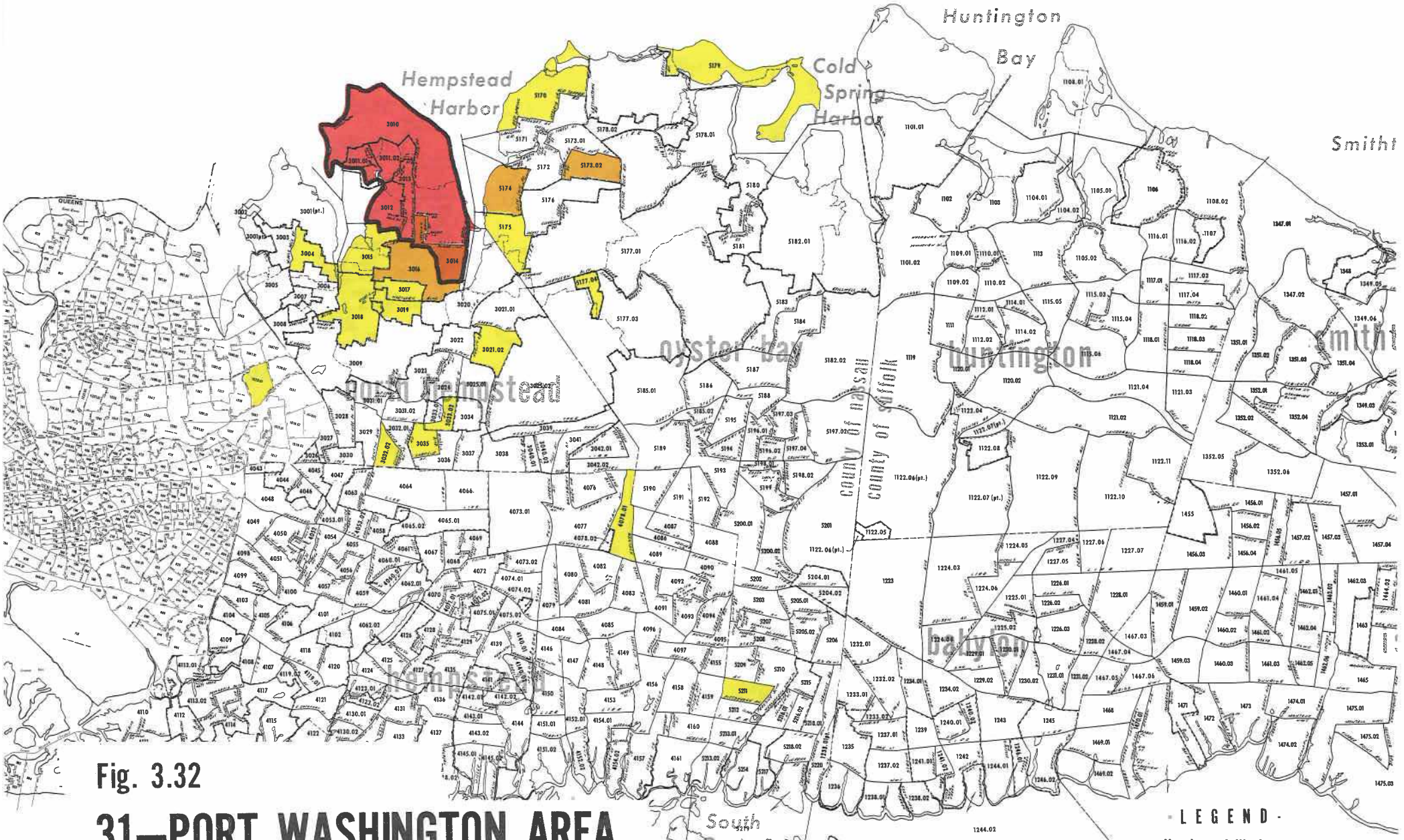


Fig. 3.32

31—PORT WASHINGTON AREA

Employment Center

scale in miles

0 1 2 3 4

long island new york

LONG ISLAND REGIONAL PLANNING BOARD

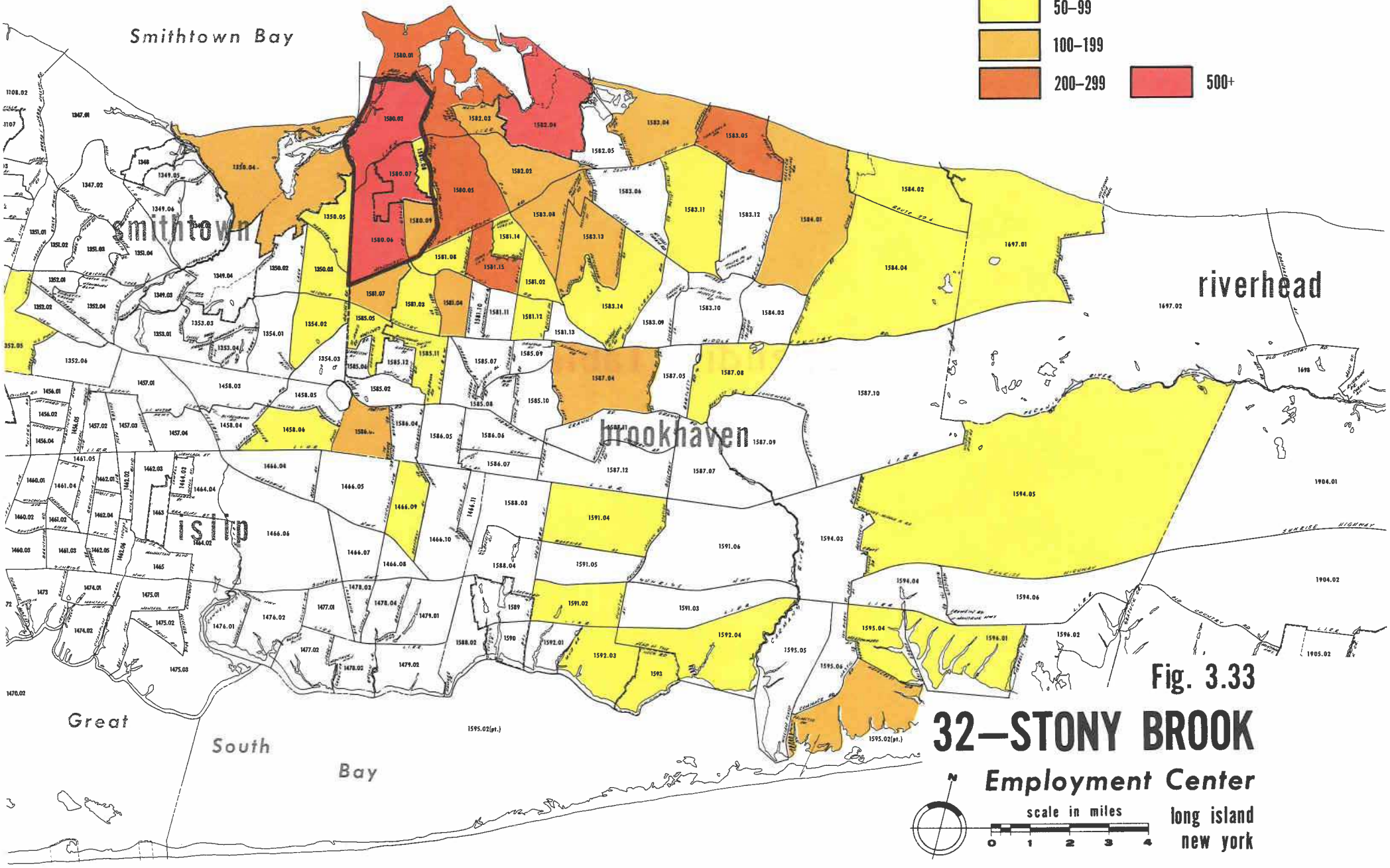


Fig. 3.33

32—STONY BROOK

Employment Center

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD

Appendix Tables

APPENDIX TABLES
(For Chapter 1)

APPENDIX TABLE 1.1a

Calculation of Income Flows, by Place of Work, 1979
The Nassau County Resident Labor Force

Income Class	Midpoint	Frequency (1)	Frequency (2)	Frequency (3)*	Midpoint x Frequency (1)	Midpoint x Frequency (2)	Midpoint x Frequency (3)*
$1-$2,999 or Loss	$ 1,500	58,574	7,510	2,602	87,861,000	11,265,000	3,903,000
$3,000-$4,999	4,000	36,575	6,293	1,872	146,300,000	25,172,000	7,488,000
$5,000-$7,999	6,500	48,337	9,963	4,027	314,190,500	64,759,500	26,175,500
$8,000-$9,999	9,000	30,217	7,631	2,537	271,953,000	68,679,000	22,833,000
$10,000-$14,999	12,500	64,149	27,899	6,602	801,862,500	348,737,500	82,525,000
$15,000-$19,999	17,500	42,727	32,742	5,572	747,722,500	572,985,000	97,510,000
$20,000-$24,999	22,500	29,538	36,828	4,280	664,605,000	828,630,000	96,300,000
$25,000-$34,999	30,000	26,666	38,115	3,977	799,980,000	1,143,450,000	119,310,000
$35,000-$49,999	42,500	8,759	17,118	1,521	372,257,500	727,515,000	64,642,500
$50,000 or more	75,000**	8,084	16,720	1,126	606,300,000	1,254,000,000	84,450,000
	Aggregate Earnings by Place of Work				**$4,813,032,000**	**$5,045,193,000**	**$605,137,000**

Aggregate Earnings of Nassau
Households and Unrelated Individuals
Age 15 and older, 1979

$12,073,326,627

*(1) Live in Nassau, Work in Nassau
(2) Live in Nassau, Work in New York City
(3) Live in Nassau, Work in Suffolk

Earned in Nassau	$4,813,032,000	(39.9%)
Earned in New York City	5,045,193,000	(41.8%)
Earned in Suffolk	605,137,000	(5.0%)
Earned Elsewhere	1,609,964,627	(13.3%)

** Note: The mid-point of the distribution of Nassau residents earning $50,000 or more was assumed to be $75,000.

Source: LIRPB computations based on data from the U.S. Bureau of the Census

APPENDIX TABLE 1.1b

Calculation of Income Flows, by Place of Work, 1969
The Nassau County Resident Labor Force

Income Class	Midpoint	Frequency (1)	Frequency (2)	Frequency (3)*	Midpoint x Frequency (1)	Midpoint x Frequency (2)	Midpoint x Frequency (3)*
$1-$999 or Loss	$ 500	27,694	2,409	1,115	13,847,000	1,204,500	557,500
$1,000-$2,999	2,000	45,980	6,426	2,190	91,960,000	12,852,000	4,380,000
$3,000-$4,999	4,000	42,579	7,011	2,079	170,316,000	28,044,000	8,316,000
$5,000-$6,999	6,000	41,755	13,484	2,690	250,530,000	80,904,000	16,140,000
$7,000-$9,999	8,500	49,718	29,593	4,883	422,603,000	251,540,500	41,505,500
$10,000-$14,999	12,500	43,205	53,824	4,921	540,062,500	672,800,000	61,512,500
$15,000-$24,999	20,000	20,542	37,439	2,597	410,840,000	748,780,000	51,940,000
$25,000 +	30,000**	8,691	21,552	809	260,730,000	646,560,000	24,270,000
	Aggregate Earnings by Place of Work				**$2,160,888,500**	**$2,442,685,000**	**$208,621,500**

Aggregate Earnings of Nassau Residents
Age 16 and older, 1969

$5,729,509,300

*(1) Live in Nassau, Work in Nassau
(2) Live in Nassau, Work in New York City
(3) Live in Nassau, Work in Suffolk

Earned in Nassau	$2,160,888,500	(37.7%)
Earned in New York City	2,442,685,000	(42.6%)
Earned in Suffolk	208,621,500	(3.6%)
Earned Elsewhere	917,314,300	(16.1%)

** Note: The mid-point of the distribution of Nassau residents earning $25,000 or more was assumed to be $30,000.

Source: LIRPB computations based on data from the U.S. Bureau of the Census

APPENDIX TABLE 1.2a

Calculation of Income Flows, by Place of Work, 1979
The Suffolk County Resident Labor Force

Income Class	Midpoint	Frequency (1)	Frequency (2)	Frequency (3)*	Midpoint x Frequency (1)	Midpoint x Frequency (2)	Midpoint x Frequency (3)*
$1-$2,999 or Loss	$ 1,500	54,578	2,608	6,050	81,867,000	3,912,000	9,075,000
$3,000-$4,999	4,000	32,459	1,676	3,871	129,836,000	6,704,000	15,484,000
$5,000-$7,999	6,500	47,250	2,780	6,957	307,125,000	18,070,000	45,220,500
$8,000-$9,999	9,000	29,776	2,515	5,497	267,984,000	22,635,000	49,473,000
$10,000-$14,999	12,500	63,479	8,601	13,902	793,487,500	107,512,500	173,775,000
$15,000-$19,999	17,500	43,886	13,314	14,718	768,005,000	232,995,000	257,565,000
$20,000-$24,999	22,500	31,167	16,649	13,750	701,257,500	374,602,500	309,375,000
$25,000-$34,999	30,000	27,258	17,292	12,560	817,740,000	518,760,000	376,800,000
$35,000-$49,999	42,500	8,036	5,934	4,229	341,530,000	252,195,000	179,732,500
$50,000 or more	75,000**	4,512	3,387	2,116	338,400,000	254,025,000	158,700,000
	Aggregate Earnings by Place of Work				**$4,547,232,000**	**$1,791,411,000**	**$1,575,200,000**

Aggregate Earnings of Nassau Households and Unrelated Individuals Age 15 and older, 1979

$9,133,615,966

Earned in Suffolk	$4,437,232,000 (49.8%)
Earned in New York City	1,791,411,000 (19.6%)
Earned in Nassau	1,575,200,000 (17.2%)
Earned Elsewhere	1,219,772,966 (13.4%)

*(1) Live in Suffolk, Work in Suffolk
(2) Live in Suffolk, Work in New York City
(3) Live in Suffolk, Work in Nassau

** Note: The mid-point of the distribution of Suffolk residents earning $50,000 or more was assumed to be $75,000.

Source: LIRPB computations based on data from the U.S. Bureau of the Census

APPENDIX TABLE 1.2b

Calculation of Income Flows, by Place of Work, 1969
The Suffolk County Resident Labor Force

Income Class	Midpoint	Frequency (1)	Frequency (2)	Frequency (3)*	Midpoint x Frequency (1)	Midpoint x Frequency (2)	Midpoint x Frequency (3)*
$1-$999 or Loss	$ 500	17,592	568	1,446	8,796,000	284,000	723,000
$1,000-$2,999	2,000	33,229	1,764	3,283	66,458,000	3,528,000	6,566,000
$3,000-$4,999	4,000	30,159	1,791	3,900	120,636,000	7,164,000	15,600,000
$5,000-$6,999	6,000	32,946	4,257	6,466	197,676,000	25,542,000	38,796,000
$7,000-$9,999	8,500	41,727	11,823	14,513	354,679,500	100,495,500	123,360,500
$10,000-$14,999	12,500	35,048	23,360	19,034	438,100,000	292,000,000	237,925,000
$15,000-$24,999	20,000	13,421	10,555	7,935	268,420,000	211,100,000	158,700,000
$25,000 +	30,000**	4,028	2,829	1,460	120,840,000	84,870,000	48,800,000
	Aggregate Earnings by Place of Work				**$1,575,605,500**	**$724,983,500**	**$625,470,500**

Aggregate Earnings of Nassau Residents
Age 16 and older, 1969

$3,286,198,000

*(1) Live in Suffolk, Work in Suffolk
(2) Live in Suffolk, Work in New York City
(3) Live in Suffolk, Work in Nassau

Earned in Suffolk	$1,575,605,500	(47.9%)
Earned in New York City	724,983,500	(22.1%)
Earned in Nassau	625,470,500	(19.0%)
Earned Elsewhere	360,138,500	(11.1%)

** Note: The mid-point of the distribution of Nassau residents earning $25,000 or more was assumed to be $30,000.

Source: LIRPB computations based on data from the U.S. Bureau of the Census

APPENDIX TABLE 1.3a

Place of Work of Nassau Residents, by Occupation
1970 and 1980
(Percents)

Occupation	1970 Worked in Nassau	1970 Worked in Suffolk	1970 Worked in N.Y.C.	1970 Worked in Manhattan	1970 Worked in Queens
Professional & Technical	17.7%	25.2%	21.1%	23.4%	18.6%
Managers & Administrators except Farm	8.6	13.7	21.7	24.5	16.3
Sales	10.2	9.4	11.7	14.4	8.0
Clerical	26.0	16.2	15.9	18.4	15.2
Craftsmen	10.5	14.1	14.3	10.0	20.2
Operatives, except Transport	7.5	9.6	3.8	2.4	5.0
Transpt. Equipment Operatives	2.7	2.7	2.9	1.1	4.2
Laborers, except Farm	3.8	3.0	1.7	0.8	3.2
Farm Workers	0.1	0.2	—	—	—
Service Workers	12.9	5.9	6.9	5.0	9.3
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	295,339	22,076	173,682	91,898	47,337

Occupation	1980 Worked in Nassau	1980 Worked in Suffolk	1980 Worked in N.Y.C.	1980 Worked in Manhattan	1980 Worked in Queens
Executive, Administrative	10.1%	15.1%	22.9%	28.1%	15.3%
Professional Specialty	14.6	18.3	16.1	14.2	17.3
Technicians	2.2	3.1	2.6	2.8	2.5
Sales	13.5	9.9	12.4	14.2	9.6
Administrative Support	24.4	21.1	17.8	20.6	16.9
Service Occupations	13.7	6.1	7.6	5.3	10.2
Farming, Forestry Fishing Occupations	1.2	0.7	0.2	0.1	0.4
Precision Products	9.2	12.0	12.5	9.1	17.2
Operatives, Laborers	11.1	13.7	7.9	5.6	10.6
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	365,378	34,782	203,834	110,252	58,693

Note: Census occupational categories for 1970 and 1980 are not strictly comparable.

Source: LIRPB computations based on data from the U.S. Bureau of the Census.

APPENDIX TABLE 1.3b

Place of Work of Suffolk Residents, by Occupation 1970 and 1980 (Percents)

Occupation	1970 Worked in Suffolk	Worked in Nassau	Worked in N.Y.C.	Worked in Manhattan	Worked in Queens
Professional & Technical	17.7%	23.9%	17.2%	20.8%	15.0%
Managers & Administrators except Farm	7.8	12.4	15.7	19.6	11.9
Sales	8.7	6.2	7.7	11.0	4.5
Clerical	19.1	14.8	14.6	18.6	12.7
Craftsmen	13.1	19.6	20.4	14.0	27.3
Operatives, except Transport	9.6	10.0	4.7	2.9	6.1
Transpt. Equipment Operatives	3.5	4.1	5.0	2.0	7.2
Laborers, except Farm	4.4	3.0	3.0	1.3	4.3
Farm Workers	0.8	0.1	0.1	—	—
Service Workers	15.3	5.9	11.6	9.8	11.0
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	229,368	59,989	57,500	27,095	18,677

Occupation	1980 Worked in Suffolk	Worked in Nassau	Worked in N.Y.C.	Worked in Manhattan	Worked in Queens
Executive, Administrative	9.2%	14.8%	19.3%	24.4%	13.7%
Professional Specialty	15.0	15.9	11.0	13.0	8.1
Technicians	2.9	3.8	3.3	3.6	3.6
Sales	11.5	10.2	9.5	11.9	6.9
Administrative Support	19.2	17.0	15.9	19.0	13.6
Service Occupations	14.5	8.8	11.5	8.4	12.9
Farming, Forestry Fishing Occupations	1.6	0.7	0.3	0.1	0.6
Precision Products	12.0	16.0	16.7	11.9	23.5
Operatives, Laborers	14.1	12.8	12.5	7.7	17.1
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	355,177	85,067	75,758	35,688	24,137

Note: Census occupational categories for 1970 and 1980 are not strictly comparable.

Source: LIRPB computations based on data from the U.S. Bureau of the Census.

APPENDIX TABLE 1.4a

Place of Work of Nassau Residents, by Industry of Employment 1970 and 1980 (Percents)

Occupation	1970 Worked in Nassau	Worked in Suffolk	Worked in N.Y.C.	Worked in Manhattan	Worked in Queens
Construction	4.6%	8.4%	5.0%	3.8%	6.0%
Manufacturing	17.7	31.9	22.3	24.3	16.9
Transportation, Communications, P.U.	5.7	3.7	15.4	10.7	25.0
Wholesale & Retail Trade	25.7	21.0	17.5	17.0	17.2
Finance, Insurance, Real Estate	6.5	4.3	11.0	16.4	4.7
Business & Repair Services	4.3	4.4	5.0	6.6	3.6
Personal Services	4.4	1.4	1.4	1.3	1.7
Professional & Related Services	22.7	21.1	13.8	12.4	15.0
Public Administration	6.1	2.7	7.3	5.9	8.6
All Other Industries*	2.3	1.1	1.3	1.6	1.3
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	295,339	22,076	173,682	91,898	47,337

Occupation	1980 Worked in Nassau	Worked in Suffolk	Worked in N.Y.C.	Worked in Manhattan	Worked in Queens
Construction	3.7%	5.6%	4.4%	3.8%	5.2%
Manufacturing	14.2	28.6	16.3	19.0	11.5
Transportation, Communications, P.U.	6.3	5.5	17.5	12.4	27.9
Wholesale & Retail Trade	25.9	20.2	16.0	15.7	15.8
Finance, Insurance, Real Estate	8.0	10.1	12.1	18.5	4.1
Business & Repair Services	6.0	4.8	5.7	7.7	3.4
Personal Services	5.2	1.6	2.2	2.4	2.3
Professional & Related Services	25.2	20.4	18.9	14.7	22.4
Public Administration	4.6	2.5	6.6	5.6	7.1
All Other Industries*	0.9	0.7	0.3	0.2	0.3
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	365,378	34,782	203,834	110,252	58,693

* Includes agriculture, forestry, fisheries and mining

Source: LIRPB computations based on data from the U.S. Bureau of the Census

APPENDIX TABLE 1.4b

Place of Work of Suffolk Residents, by Industry of Employment 1970 and 1980 (Percents)

1970

Occupation	Worked in Suffolk	Worked in Nassau	Worked in N.Y.C.	Worked in Manhattan	Worked in Queens
Construction	6.8%	7.3%	7.0%	5.4%	7.2%
Manufacturing	17.8	43.0	18.7	20.6	14.8
Transportation, Communications, P.U.	5.7	6.2	23.4	13.7	40.3
Wholesale & Retail Trade	23.2	17.2	12.1	12.4	11.4
Finance, Insurance, Real Estate	4.1	4.5	10.8	19.3	2.3
Business & Repair Services	3.4	4.8	5.0	6.8	3.0
Personal Services	3.1	1.5	0.9	0.7	1.0
Professional & Related Services	28.0	11.1	9.5	10.0	7.6
Public Administration	5.2	3.1	11.4	9.8	11.2
All Other Industries*	2.7	1.3	1.2	1.3	1.2
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	229,368	59,989	57,500	27,095	18,677

1980

Occupation	Worked in Suffolk	Worked in Nassau	Worked in N.Y.C.	Worked in Manhattan	Worked in Queens
Construction	4.9%	5.3%	5.4%	4.8%	6.5%
Manufacturing	17.5	30.0	14.0	16.9	10.8
Transportation, Communications, P.U.	6.3	8.4	25.6	16.1	42.3
Wholesale & Retail Trade	22.1	20.5	13.3	12.3	12.1
Finance, Insurance, Real Estate	5.6	7.4	11.5	19.1	2.7
Business & Repair Services	5.2	6.1	5.7	7.9	3.4
Personal Services	3.3	3.1	2.3	2.7	1.7
Professional & Related Services	27.4	15.2	11.5	11.9	9.1
Public Administration	6.0	3.4	10.4	8.0	11.0
All Other Industries*	1.7	0.6	0.3	0.3	0.4
Total (%)	100.0	100.0	100.0	100.0	100.0
Total (#)	355,177	85,067	75,758	35,688	24,137

* Includes agriculture, forestry, fisheries and mining

Source: LIRPB computations based on data from the U.S. Bureau of the Census

APPENDIX TABLE 1.5

A Profile of Reverse Commuters from New York City to Nassau-Suffolk by Earnings, Occupation and Industry of Employment 1970 and 1980 (Percents)

1. By Earnings

1979 Earnings	Place of Work Nassau	Suffolk
$1-$2,999 or loss	10.2%	8.7%
$3,000-$4,999	7.5	3.7
$5,000-$7,999	13.0	8.5
$8,000-$9,999	9.4	6.1
$10,000-$14,999	22.2	24.7
$15,000-$19,999	17.0	20.6
$20,000-$24,999	9.5	11.9
$25,000-$34,999	7.3	11.5
$35,000-$49,999	2.2	2.8
$50,000 or more	1.7	1.5
Total (%)	100.0	100.0
Total (#)	54,281*	7,651*

1969 Earnings	Place of Work Nassau	Suffolk
$1-$999 or loss	5.1%	4.1%
$1,000-$2,999	10.2	7.9
$3,000-$4,999	13.0	10.3
$5,000-$6,999	17.6	16.8
$7,000-$9,999	25.8	27.7
$10,000-$14,999	19.9	24.3
$15,000-$24,999	6.8	7.4
$25,000 or more	1.6	1.5
Total (%)	100.0	100.0
Total (#)	61,714	11,503

* Excludes those with no earnings

2. By Occupation**

1980 Occupation	Place of Work Nassau	Suffolk
Executive, Administrative	11.9%	14.2%
Professional Specialty	15.2	20.1
Technicians	2.9	3.0
Sales	11.5	7.4
Administrative Support	18.6	10.5
Service Occupations	12.8	6.9
Farming, Forestry, Fishing Occupations	0.8	0.9
Precision Products	11.6	13.1
Operatives, Laborers	14.7	23.9
Total (%)	100.0	100.0
Total (#)	56,326	7,849

1970 Occupation	Place of Work Nassau	Suffolk
Professional & Technical	21.6%	23.3%
Managers Administrators, except Farm	9.4	9.8
Sales	9.8	6.5
Clerical	17.3	13.1
Craftsmen	14.0	18.5
Operatives, except Transport	10.8	12.8
Transport Equipment Operatives	3.4	4.5
Laborers, except Farm	3.4	4.2
Farm Workers	—	—
Service Workers	10.3	7.3
Total (%)	100.0	100.0
Total (#)	61,714	11,503

** Note: Census occupational categories for 1970 and 1980 are not strictly comparable.

3. By Industry of Employment

1980 Industry	Place of Work Nassau	Suffolk
Agriculture, Forestry, Fisheries	0.6%	0.8%
Mining	0.0	0.0
Construction	3.9	4.7
Manufacturing	19.2	38.7
Transportation, Communications, Public Utilities	5.6	5.5
Wholesale Trade	7.3	8.8
Retail Trade	18.7	12.4
Finance Insurance, Real Estate	9.4	5.4
Business & Repair Services	6.5	3.4
Personal Services	4.3	0.8
Entertainment & Recreational Svcs.	2.1	1.3
Professional & Related Services	20.4	15.5
Public Administration	2.0	2.7
Total (%)	100.0	100.0
Total (%)	56,326	7,849

1970 Industry	Place of Work Nassau	Suffolk
Construction	5.7%	7.6%
Manufacturing	25.4	36.9
Transportation, Communications, P.U.	3.8	4.8
Wholesale & Retail Trade	28.0	21.1
Finance, Insurance, Real Estate	5.7	2.3
Business & Repair Services	4.9	4.1
Personal Services	5.4	2.2
Professional & Related Services	16.9	17.4
Public Administration	2.3	2.2
All Other Industries	1.9	1.4
Total (%)	100.0	100.0
Total (#)	61,714	11,503

Source: LIRPB computations based on data from the U.S. Bureau of Census

APPENDIX TABLES
(For Chapter 2)

APPENDIX TABLE 2.1a

Destinations of Nassau-Suffolk Residents Employed in Manhattan, Queens and Brooklyn, 1980 by Town of Origin

Zone of Destination	Town of Origin[1] Hempstead	North Hempstead	Oyster Bay	Babylon	Brookhaven	East Hampton	Huntington	Islip	Riverhead	Smith-town	Shelter Island	South-hampton	South-hold
Manhattan													
Below Canal St.	4,717	1,600	1,747	764	640	16	525	834	0	352	0	81	18
Canal to 14th St.	3,106	1,031	1,085	351	249	17	421	438	12	167	0	83	21
14th to 34th St.	9,933	2,986	3,316	965	766	20	1,433	1,039	11	472	12	73	0
34th to 59th St.	32,358	11,558	12,112	3,384	2,708	67	5,179	3,285	0	1,799	21	470	35
Above 59th St.	14,282	5,604	4,882	1,695	1,529	114	2,238	2,116	26	845	4	248	4
Total	64,396	22,779	23,142	7,159	5,892	234	9,796	7,712	49	3,635	37	955	78
Queens													
Bayside-Little Neck	921	581	357	147	94	0	154	120	0	66	0	0	11
Queens Village-Glen Oaks	1,835	1,001	532	212	145	0	149	181	0	78	0	19	18
Flushing	2,589	1,370	1,047	455	397	0	408	454	0	313	0	3	0
Laurelton-Springfield Gardens	1,998	348	422	300	177	13	173	255	0	29	0	0	0
Kennedy Airport-Rockaway Penninsula	9,036	1,285	2,477	1,628	1,074	0	960	1,803	0	470	0	11	0
LaGuardia Airport-Long Island City	5,548	1,472	2,054	909	898	11	805	1,105	0	428	0	15	0
Woodhaven-Richmond Hill	4,001	829	1,153	535	563	0	456	762	28	265	0	15	6
Jamaica-Hollis-St. Albans	2,596	759	751	687	499	17	246	735	0	101	0	0	0
Forest Hills-Kew Gardens	3,437	1,305	970	266	304	13	336	479	17	200	4	28	0
Jackson Heights-Elmhurst-Corona	2,942	1,082	952	317	371	0	375	356	0	140	0	18	0
Maspeth-Middle Village	1,794	678	669	348	311	0	256	366	0	203	0	0	13
Total	36,697	10,710	11,384	5,804	4,833	54	4,318	6,616	45	2,293	4	109	48
Brooklyn													
Flatbush-Canarsie	4,940	913	1,061	534	322	13	348	606	0	197	0	44	32
Downtown Brooklyn	10,520	2,570	2,664	1,774	1,439	0	1,389	2,191	42	567	12	42	0
Bay Ridge-Borough Park	4,262	688	869	484	379	0	372	578	0	187	0	58	31
Total	19,722	4,171	4,594	2,792	2,140	13	2,109	3,375	42	951	12	144	63
GRAND TOTAL	120,815	37,660	39,120	15,755	12,865	301	16,223	17,703	136	6,879	53	1,208	189

[1] Zip code allocations crossed town boundaries.

APPENDIX TABLE 2.1b
Destinations of Nassau-Suffolk Residents Employed in Manhattan, Queens and Brooklyn, 1970 by Town of Origin

Zone of Destination	Town of Origin[1] Hempstead	North Hempstead	Oyster Bay	Babylon	Brookhaven	East Hampton	Huntington	Islip	Riverhead	Smith-town	Shelter Island	South-hampton	South-hold
Manhattan													
Below Canal St.	14,339	4,520	4,932	1,992	936	8	2,250	1,858	0	735	0	43	28
Canal to 14th St.	4,169	1,262	1,328	585	430	0	311	465	7	217	0	46	7
14th to 34th St.	11,688	3,879	3,367	1,094	554	14	1,221	1,065	0	591	0	24	12
34th to 59th St.	26,639	10,130	9,217	2,674	1,534	100	4,589	2,390	21	1,273	0	160	80
Above 59th St.	4,239	1,382	1,481	574	419	33	571	675	13	209	0	43	16
Total	61,074	21,173	20,325	6,919	3,873	155	8,942	6,453	41	3,025	0	316	143
Queens													
Bayside-Little Neck	405	384	240	24	74	0	210	43	0	64	0	0	0
Queens Village-Glen Oaks	1,051	530	326	88	132	0	169	50	0	82	0	0	0
Flushing	1,555	943	888	258	183	0	323	193	0	130	0	16	0
Laurelton-Springfield Gardens	1,181	94	286	121	19	0	30	177	0	36	0	35	0
Kennedy Airport-Rockaway Penninsula	9,512	1,030	2,845	2,251	1,018	22	1,064	2,656	7	582	0	14	33
LaGuardia Airport-Long Island City	5,735	2,152	1,926	706	553	12	1,027	866	12	512	0	87	11
Woodhaven-Richmond Hill	2,126	525	507	295	165	0	180	136	0	153	0	0	0
Jamaica-Hollis-St. Albans	3,457	557	683	347	309	5	230	446	0	135	0	7	6
Forest Hills-Kew Gardens	3,290	1,260	931	236	338	8	407	212	7	218	0	33	0
Jackson Heights-Elmhurst-Corona	2,618	968	844	294	195	8	268	412	0	238	0	25	0
Maspeth-Middle Village	2,183	821	803	374	256	0	263	436	0	136	0	16	0
Total	33,113	9,264	10,279	4,994	3,242	55	4,171	5,627	26	2,286	0	233	50
Brooklyn													
Flatbush-Canarsie	4,017	562	691	359	241	0	297	528	7	342	0	7	0
Downtown Brooklyn	12,474	2,963	3,162	1,829	1,144	30	1,077	1,695	0	533	0	36	14
Bay Ridge-Borough Park	3,668	257	656	299	149	0	206	376	6	87	0	13	0
Total	20,159	3,782	4,509	2,487	1,534	30	1,580	2,599	13	962	0	56	14
GRAND TOTAL	114,346	34,219	35,113	14,400	8,649	240	14,693	14,679	80	6,273	0	605	207

[1] Zip code allocations crossed town boundaries.

APPENDIX TABLE 2.2a
Mode of Travel of Nassau-Suffolk Residents Employed in Manhattan, Queens and Brooklyn, 1980 by Town of Origin (No. of Trips)

Zone of Destination	Town of Origin: Hempstead Auto	Hempstead Rail	North Hempstead Auto	North Hempstead Rail	Oyster Bay Auto	Oyster Bay Rail	Huntington Auto	Huntington Rail	Babylon Auto	Babylon Rail	Smithtown Auto	Smithtown Rail	Islip Auto	Islip Rail	Brookhaven Auto	Brookhaven Rail
Manhattan																
Below Canal St.	2,191	1,825	768	588	781	956	222	298	307	450	133	207	431	403	440	194
Canal to 14th St.	1,404	1,297	513	353	475	581	217	204	186	165	68	99	178	243	140	77
14th to 34th St.	2,496	6,657	777	1,891	712	2,509	319	1,095	270	684	172	290	266	738	256	463
34th to 59th St.	6,943	21,689	3,239	6,898	2,747	8,952	1,088	4,013	695	2,550	489	1,298	969	2,239	975	1,536
Above 59th St.	4,260	8,429	1,999	2,955	1,509	3,236	637	1,571	535	1,106	260	567	813	1,258	595	790
Total	17,294	39,897	7,296	12,685	6,224	16,234	2,483	7,181	1,993	4,955	1,122	2,461	2,657	4,881	2,406	3,060
Queens																
Bayside-Little Neck	859	0	554	0	354	0	146	8	147	0	66	0	113	7	84	10
Queens Village-Glen Oaks	1,767	0	931	0	532	0	149	0	212	0	78	0	181	0	145	0
Flushing	2,412	67	1,306	32	1,026	21	397	11	421	21	289	24	417	27	386	6
Laurelton-Springfield Gardens	1,953	33	338	0	422	0	162	11	288	12	29	0	255	0	177	0
Kennedy Airport-Rockaway Penninsula	8,846	61	1,281	0	2,449	0	940	20	1,580	48	455	15	1,774	19	1,000	52
LaGuardia Airport-Long Island City	4,681	595	1,356	42	1,722	308	698	107	730	179	337	91	863	229	740	146
Woodhaven-Richmond Hill	3,890	20	776	14	1,094	27	427	14	483	44	241	24	686	76	524	33
Jamaica-Hollis-St. Albans	1,742	632	572	85	483	268	108	138	260	427	49	52	365	370	181	311
Forest Hills-Kew Gardens	2,976	161	1,194	40	914	56	324	12	185	81	200	0	442	37	208	96
Jackson Heights-Elmhurst-Corona	2,664	169	1,030	25	916	26	369	6	229	88	113	27	321	35	354	17
Maspeth-Middle Village	1,672	76	636	11	642	27	243	13	310	38	193	10	356	10	291	20
Total	33,462	1,814	9,974	249	10,554	733	3,963	340	4,845	938	2,050	243	5,773	810	4,090	691
Brooklyn																
Flatbush-Canarsie	4,588	222	785	68	1,009	52	222	121	393	141	197	0	542	64	271	51
Downtown Brooklyn	7,084	2,183	1,927	380	1,845	790	598	761	924	827	404	163	1,496	666	1,021	380
Bay Ridge-Borough Park	3,696	435	535	120	653	216	228	144	304	140	177	10	375	184	291	77
Total	15,368	3,470	3,247	568	3,507	1,058	1,048	1,026	1,621	1,108	778	173	2,413	914	1,583	508
GRAND TOTAL	66,124	45,181	20,517	13,502	20,285	18,025	7,494	8,547	8,459	7,001	3,950	2,877	10,843	6,605	8,079	4,259

APPENDIX TABLE 2.2b
Mode of Travel of Nassau-Suffolk Residents Employed in Manhattan, Queens and Brooklyn, 1970 by Town of Origin (No. of Trips)

Town of Origin

Zone of Destination	Hempstead		North Hempstead		Oyster Bay		Huntington		Babylon		Smithtown		Islip		Brookhaven	
	Auto	Rail	Auto	Rail	Auto	Rail	Auto	Rail	Auto	Rail	Auto	Rail	Auto	Rail	Auto	Rail
Manhattan																
Below Canal St.	2,879	8,949	991	2,758	1,010	3,597	433	1,780	452	1,473	230	435	480	1,302	242	593
Canal to 14th St.	1,789	1,747	569	495	483	815	117	194	253	289	89	121	194	250	161	261
14th to 34th St.	2,342	8,231	1,050	2,341	898	2,379	244	949	234	820	175	402	366	682	225	293
34th to 59th St.	5,619	16,566	2,563	5,500	2,528	6,048	1,112	3,296	736	1,840	403	826	505	1,762	662	798
Above 59th St.	2,145	1,436	700	477	848	506	334	188	232	295	162	34	347	278	308	105
Total	14,774	36,929	5,873	11,571	5,767	13,345	2,240	6,407	1,907	4,717	1,059	1,818	1,892	4,274	1,598	2,050
Queens																
Bayside-Little Neck	388	0	377	18	240	0	210	0	24	0	53	11	43	0	74	0
Queens Village-Glen Oaks	1,013	7	480	0	326	0	152	0	81	7	82	0	50	0	95	6
Flushing	1,430	13	877	39	857	21	317	0	252	6	115	15	193	0	141	42
Laurelton-Springfield Gardens	1,127	0	94	0	286	0	30	0	115	6	36	0	177	0	13	0
Kennedy Airport-Rockaway Penninsula	9,269	69	1,010	13	2,717	73	1,026	31	2,241	10	582	0	2,543	12	984	27
LaGuardia Airport-Long Island City	4,446	680	1,966	92	1,550	325	826	181	514	184	437	75	595	237	398	130
Woodhaven-Richmond Hill	1,900	152	478	40	435	56	137	43	271	17	136	17	90	46	114	51
Jamaica-Hollis-St. Albans	2,838	260	483	17	651	32	215	9	298	39	116	19	343	89	255	49
Forest Hills-Kew Gardens	2,408	334	1,109	15	690	201	365	29	189	41	174	44	205	7	271	61
Jackson Heights-Elmhurst-Corona	2,439	79	866	47	768	56	241	27	208	60	216	22	347	58	137	44
Maspeth-Middle Village	1,989	92	794	0	748	30	259	0	293	81	136	0	382	54	230	26
Total	29,247	1,686	8,494	281	9,268	794	3,778	320	4,486	451	2,083	203	4,968	503	2,712	436
Brooklyn																
Flatbush-Canarsie	3,704	230	515	33	556	123	253	44	269	90	334	0	404	112	163	54
Downtown Brooklyn	8,866	2,649	2,295	418	2,071	1,039	657	420	1,098	667	301	232	1,131	559	738	352
Bay Ridge-Borough Park	3,123	367	188	49	480	176	120	53	238	61	50	37	281	87	136	13
Total	15,693	3,246	2,998	500	3,107	1,338	1,030	517	1,605	818	685	269	1,816	758	1,037	419
GRAND TOTAL	59,714	41,861	17,365	12,352	18,142	15,477	7,048	7,244	7,998	5,986	3,827	2,290	8,676	5,535	5,347	2,905

APPENDIX TABLE 2.3a

Origins of Manhattan, Queens & Brooklyn Residents Employed in Nassau-Suffolk, 1980 by Town of Destination

Town of Destination

Zone of Origin	Hempstead	North Hempstead	Oyster Bay	Babylon	Brookhaven	East Hampton	Huntington	Islip	Riverhead	Smith-town	South-hampton	South-hold
Manhattan												
Below Canal St.	78	14	21	0	0	0	43	24	0	0	0	0
Canal to 14th St.	192	233	65	20	79	78	70	0	0	17	28	0
14th to 34th St.	142	197	82	0	28	14	96	19	0	6	10	0
34th to 59th St.	202	189	131	0	0	0	50	0	0	0	0	0
Above 59th St.	832	732	378	72	53	24	195	60	0	0	60	0
Total	1,446	1,365	677	92	160	116	454	103	0	23	98	0
Queens												
Bayside-Little Neck	576	1,734	435	13	30	0	230	26	0	16	0	0
Queens Village-Glen Oaks	3,085	5,952	973	204	38	0	360	61	0	48	0	0
Flushing	1,568	2,697	617	123	35	0	157	197	0	42	0	0
Laurelton-Springfield Gardens	3,673	1,187	529	245	24	0	110	48	53	87	0	0
Kennedy Airport-Rockaway Penninsula	2,811	211	136	12	15	0	40	41	0	0	0	0
LaGuardia Airport-Long Island City	452	541	346	81	0	0	93	18	21	36	0	0
Woodhaven-Richmond Hill	1,687	974	695	65	39	0	51	150	0	52	0	0
Jamaica-Hollis-St. Albans	1,563	878	478	148	11	0	55	77	0	0	0	0
Forest Hills-Kew Gardens	1,708	1,726	666	135	69	0	197	58	0	12	0	0
Jackson Heights-Elmhurst-Corona	1,727	1,635	785	231	39	0	325	68	0	41	0	0
Maspeth-Middle Village	599	522	378	70	20	0	77	13	0	35	0	0
Total	19,449	18,057	6,038	1,327	320	0	1,695	757	74	369	0	0
Brooklyn												
Flatbush-Canarsie	1,469	474	639	199	29	0	106	58	0	0	0	0
Downtown Brooklyn	1,003	473	412	121	71	0	90	44	0	87	19	0
Bay Ridge-Borough Park	1,199	694	645	208	19	0	114	143	0	71	15	0
3,671	3,641	1,641	1,696	528	119	0	310	245	0	158	34	0
GRAND TOTAL	24,566	21,063	8,411	1,947	599	116	2,459	1,105	74	550	132	0

APPENDIX TABLE 2.3b

Origins of Manhattan, Queens & Brooklyn Residents Employed in Nassau-Suffolk, 1970 by Town of Destination

Zone of Origin	Town of Destination											
	Hempstead	North Hempstead	Oyster Bay	Babylon	Brookhaven	East Hampton	Huntington	Islip	Riverhead	Smith-town	South-hampton	South-hold
Manhattan												
Below Canal St.	113	24	18	23	0	0	33	0	0	0	0	0
Canal to 14th St	383	142	73	45	40	6	18	2	15	11	0	0
14th to 34th St.	224	121	67	38	30	0	12	0	5	8	5	0
34th to 59th St.	93	61	69	7	0	0	0	0	0	0	0	0
Above 59th St.	1,266	555	468	212	44	2	164	45	0	70	25	0
Total	2,079	903	695	325	114	8	227	47	20	89	30	0
Queens												
Bayside-Little Neck	1,038	1,420	604	79	0	0	65	54	0	36	12	0
Queens Village-Glen Oaks	2,987	3,512	1,404	169	43	0	208	80	0	62	13	0
Flushing	2,000	1,894	993	375	16	0	173	157	0	40	0	0
Laurelton-Springfield Gardens	2,971	621	625	132	13	0	63	54	0	7	0	0
Kennedy Airport-Rockaway Penninsula	2,792	371	415	124	6	0	34	38	0	0	0	0
LaGuardia Airport-Long Island City	703	403	256	356	20	0	112	35	0	41	37	0
Woodhaven-Richmond Hill	1,711	898	622	202	7	0	72	91	0	44	0	0
Jamaica-Hollis-St. Albans	2,382	1,079	865	191	38	0	77	46	0	14	0	0
Forest Hills-Kew Gardens	2,061	1,397	891	331	47	0	165	112	0	100	7	0
Jackson Heights-Elmhurst-Corona	1,998	1,175	1,039	352	49	0	115	48	0	17	8	0
Maspeth-Middle Village	918	424	434	322	31	0	81	68	0	36	0	0
Total	21,561	13,194	8,148	2,633	270	0	1,165	783	0	397	77	0
Brooklyn												
Flatbush-Canarsie	1,531	590	452	266	16	7	84	81	0	31	17	0
Downtown Brooklyn	1,772	986	764	390	18	0	101	121	0	28	5	0
Bay Ridge-Borough Park	2,317	886	803	416	46	15	229	139	0	88	32	0
5,620	5,620	2,462	2,019	1,072	80	22	414	341	0	147	54	0
GRAND TOTAL	29,260	16,559	10,862	4,030	464	30	1,806	1,171	20	633	161	0

APPENDIX TABLE 2.4a

Mode of Travel of Manhattan, Queens & Brooklyn Residents Employed in Nassau-Suffolk, 1980 by Selected Towns of Destination (No. of Trips)

Zone of Origin	Hempstead			North Hempstead			Oyster Bay			Babylon			Huntington		
	Auto	Bus/Subway	Rail	Auto	Bus/Subway	Rail	Auto	Bus/Subway	Rail	Auto	Bus/Subway	Rail	Auto	Bus/Subway	Rail
Manhattan															
Below Canal St.	60	0	0	14	0	0	9	12	0	0	0	0	43	0	0
Canal to 14th St.	120	12	35	115	15	45	42	0	12	12	0	8	28	0	13
14th to 34th St.	97	0	29	127	15	31	43	14	14	0	0	0	31	30	12
34th to 59th St.	136	0	34	108	40	25	62	0	69	0	0	0	9	17	24
Above 59th St.	619	99	100	487	109	111	296	19	39	34	9	29	189	0	6
Total	1,032	111	198	851	179	212	452	45	134	46	9	37	300	47	55
Queens															
Bayside-Little Neck	576	0	0	1,457	123	41	412	4	19	13	0	0	230	0	0
Queens Village-Glen Oaks	2,572	299	31	5,107	511	21	881	64	0	204	0	0	346	14	0
Flushing	1,457	57	41	2,310	253	115	593	0	24	104	11	0	157	0	0
Laurelton-Springfield Gardens	2,845	522	77	1,091	83	13	494	0	35	223	11	11	99	11	0
Kennedy Airport-Rockaway Penninsula	1,794	903	0	170	17	0	106	30	0	12	0	0	40	0	0
LaGuardia Airport-Long Island City	398	24	11	414	66	35	346	0	0	26	41	14	79	0	14
Woodhaven-Richmond Hill	1,468	149	55	887	78	0	672	13	10	65	0	0	25	0	26
Jamaica-Hollis-St. Albans	900	587	38	546	306	16	415	0	63	133	0	15	27	7	21
Forest Hills-Kew Gardens	1,349	304	36	1,491	224	0	631	21	14	110	15	10	176	21	0
Jackson Heights-Elmhurst-Corona	1,481	129	70	1,301	163	158	759	0	26	222	9	0	269	25	17
Maspeth-Middle Village	577	11	0	512	10	0	378	0	0	70	0	0	69	0	0
Total	15,417	2,985	359	15,286	1,834	399	5,687	132	191	1,182	87	50	1,517	78	78
Brooklyn															
Flatbush-Canarsie	1,219	100	138	363	69	23	539	65	35	190	9	0	106	0	0
Downtown Brooklyn	592	202	186	243	139	58	332	28	33	81	29	0	61	29	0
Bay Ridge-Borough Park	1,090	12	80	577	14	91	572	14	59	185	0	23	100	14	0
Total	2,901	314	404	1,183	222	172	1,443	107	127	456	38	23	267	43	0
GRAND TOTAL	19,350	3,410	961	17,320	2,235	783	7,582	284	452	1,684	134	110	2,084	168	133

APPENDIX TABLE 2.4b
Mode of Travel of Manhattan, Queens & Brooklyn Residents Employed in Nassau-Suffolk, 1970 by Selected Towns of Destination
(No. of Trips)

Zone of Origin	Town of Destination: Hempstead Auto	Hempstead Bus/Subway	Hempstead Rail	North Hempstead Auto	North Hempstead Bus/Subway	North Hempstead Rail	Oyster Bay Auto	Oyster Bay Bus/Subway	Oyster Bay Rail	Babylon Auto	Babylon Bus/Subway	Babylon Rail
Manhattan												
Below Canal St.	53	24	14	13	6	5	18	0	0	0	23	0
Canal to 14th St.	164	122	83	112	13	17	46	12	15	8	30	0
14th to 34th St.	177	14	33	79	27	15	28	20	19	26	12	0
34th to 59th St.	47	21	21	54	0	7	30	5	34	0	7	0
Above 59th St.	843	213	202	356	142	57	342	67	44	77	126	9
Total	1,284	394	353	614	188	101	464	104	112	111	198	9
Queens												
Bayside-Little Neck	960	61	5	1,213	107	52	576	16	12	73	6	0
Queens Village-Glen Oaks	2,684	174	0	3,123	239	0	1,286	73	0	134	20	0
Flushing	1,878	74	31	1,586	168	104	945	20	13	276	87	0
Laurelton-Springfield Gardens	2,410	323	57	525	96	0	520	89	6	123	9	0
Kennedy Airport-Rockaway Penninsula	2,036	660	32	306	43	9	318	90	0	103	0	6
LaGuardia Airport-Long Island City	508	134	43	319	45	34	238	12	6	175	131	0
Woodhaven-Richmond Hill	1,458	183	46	690	129	33	529	67	20	153	20	29
Jamaica-Hollis-St. Albans	1,617	657	80	802	258	19	684	147	34	152	24	0
Forest Hills-Kew Gardens	1,692	257	85	1,184	165	34	789	66	36	265	46	8
Jackson Heights-Elmhurst-Corona	1,617	181	133	942	150	72	898	82	31	227	104	21
Maspeth-Middle Village	712	135	36	350	24	16	434	0	0	206	56	13
Total	17,572	2,839	548	11,040	1,424	373	7,217	662	158	1,887	503	77
Brooklyn												
Flatbush-Canarsie	1,138	283	49	447	85	75	371	41	27	204	44	5
Downtown Brooklyn	828	660	187	479	295	231	549	156	59	175	199	0
Bay Ridge-Borough Park	1,912	284	74	768	30	30	670	91	36	335	81	0
Total	3,878	1,227	310	1,694	410	336	1,590	288	122	714	324	5
GRAND TOTAL	22,734	4,460	1,211	13,348	2,022	810	9,271	1,054	392	2,712	1,025	91

APPENDIX TABLES
(For Chapter 3)

APPENDIX TABLE 3.1
Persons Working In Employment Centers By Industry of Employment - 1980

Rank	Community	All Workers	Industrial		Retail & Personal Services		Finance-Business Professional		Public Administration		Transportation-Public Utilities		Construction		All Other	
		Number	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1	Garden City Area	36,119	5,825	16.1	9,589	26.5	14,132	39.1	2,375	6.6	2,158	6.0	614	1.7	1,426	3.9
2	Hicksville-Jericho	33,549	8,946	26.7	7,643	22.8	8,966	26.7	550	1.6	5,211	15.5	1,628	4.9	605	1.8
3	Melville	30,515	11,859	38.9	2,811	9.2	12,840	42.1	738	2.4	1,433	4.7	484	1.6	350	1.1
4	Farmingdale Area	29,294	16,485	56.3	3,430	11.7	5,655	19.3	285	1.0	1,819	6.2	1,187	4.1	433	1.5
5	Lake Success-N.H.P. Area	21,857	7,557	34.6	3,554	16.3	8,050	36.8	578	2.6	980	4.5	745	3.4	393	1.8
6	Syosset-Woodbury	22,330	7,064	31.6	3,646	16.3	9,053	40.5	508	2.3	766	3.4	662	3.0	631	2.8
7	Hauppauge	23,430	11,087	47.3	1,729	7.4	5,283	22.5	3,181	13.6	1,022	4.4	913	3.9	215	.9
8	Westbury Area	19,191	5,947	31.0	4,353	22.7	5,576	29.1	965	5.0	893	4.7	801	4.2	656	3.4
9	Bethpage	20,209	14,330	70.9	1,167	5.8	3,243	16.0	296	1.5	818	4.0	249	1.2	106	.5
10	Brentwood-Central Islip	20,640	3,231	15.7	3,074	14.9	10,794	52.3	1,053	5.1	1,405	6.8	691	3.3	392	1.9
11	Bay Shore Area	20,453	5,382	26.3	5,056	24.7	6,296	30.8	1,028	5.0	1,244	6.1	923	4.5	524	2.6
12	Huntington Area	20,120	3,066	15.2	5,626	28.0	8,632	42.9	634	3.2	917	4.6	768	3.8	477	2.4
13	Mineola	17.656	2,818	16.0	2,055	11.6	7,401	41.9	3,322	18.8	1,076	6.1	751	4.3	233	1.3
14	Five Towns	13,635	1,481	10.9	4,666	34.2	4,697	34.4	590	4.3	1,281	9.4	466	3.4	454	3.3
15	Great Neck Area	12,938	1,919	14.8	2,684	20.7	6,496	50.2	170	1.3	761	5.9	502	3.9	406	3.1
16	Valley Stream Area	13,040	1,723	13.2	3,940	30.2	5,093	39.1	467	3.6	710	5.4	964	7.4	143	1.1
17	Plainview	14,847	6,049	40.7	2,856	19.2	4,764	32.1	258	1.7	364	2.5	379	2.6	177	1.2
18	Hempstead	14,307	1,664	11.6	2,853	19.9	5,483	38.3	1,696	11.9	1,709	11.9	449	3.1	453	3.2
19	Amityville Area	14,625	4,578	31.3	2,170	14.8	5,586	38.2	436	3.0	1,082	7.4	634	4.3	139	1.0
20	Babylon Area	14,650	2,761	18.8	4,108	28.0	4,968	33.9	742	5.1	1,183	8.1	597	4.1	291	2.0
21	Bohemia-Ronkonkoma	14,097	5,911	41.9	1,473	10.4	3,952	28.0	553	3.9	1,148	8.1	808	5.7	252	1.8
22	Patchogue Area	13,544	2,097	15.5	3,107	22.9	4,985	36.8	1,152	8.5	1,345	9.9	583	4.3	275	2.0
23	Freeport	12,521	3,604	28.8	2,330	18.6	3,821	30.5	699	5.6	882	7.0	841	6.7	344	2.7
24	Manhasset Area	10,110	505	5.0	2,741	27.1	5,338	52.8	529	5.2	277	2.7	466	4.6	254	2.5
25	Deer Park	11,955	6,007	50.2	1,489	12.5	2,513	21.0	224	1.9	965	8.1	608	5.1	149	1.2
26	Glen Cove	11,344	4,382	38.6	1,537	13.5	4,111	36.2	249	2.2	311	2.7	461	4.1	293	2.6
27	East Meadow Area	11,018	401	3.6	2,457	22.2	6,185	56.1	813	7.4	572	5.2	234	2.1	356	3.2
28	Rockville Centre	10,115	1,192	11.8	2,234	22.1	5,574	55.1	291	2.9	402	4.0	222	2.2	200	2.0
29	Port Jefferson Area	10,564	1,013	9.6	2,167	20.5	5,247	49.7	346	3.3	1,197	11.3	416	3.9	178	1.7
30	Oceanside	9,754	1,610	16.5	2,613	26.8	4,004	41.0	222	2.3	769	7.9	346	3.5	190	1.9
31	Port Washington Area	9,204	1,603	17.4	2,019	21.9	3,734	40.6	246	2.7	610	6.6	569	6.2	423	4.6
32	Stony Brook	9,899	197	2.0	1,448	14.6	7,071	71.4	565	5.7	147	1.5	222	2.2	249	2.5

APPENDIX TABLE 3.2

1980 Census - Workers 16 Years and Over Who Did Not Work At Home By Travel Time to Work

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
Albertson	2,668	246	9.22	870	32.61	527	19.75	438	16.42	108	4.05	479	17.95	29
Amagansett	728	235	32.28	204	28.02	124	17.03	101	13.87	15	2.06	49	6.73	20
Amityville	3,770	829	21.99	726	19.26	587	15.57	685	18.17	232	6.15	711	18.86	31
Aquebogue	490	92	18.78	202	41.22	112	22.86	57	11.63	15	3.06	12	2.45	18
Asharoken	284	9	3.17	22	7.75	44	15.49	81	28.52	21	7.39	107	37.68	46
Atlantic Beach	774	62	8.01	82	10.59	109	14.08	154	19.90	92	11.89	275	35.53	42
Atlantic Beach Uninc.	997	13	1.30	193	19.36	170	17.05	157	15.75	124	12.44	340	34.10	43
Babylon	5,754	812	14.11	1,455	25.29	1,055	18.34	709	12.32	479	8.32	1,244	21.62	33
Baldwin	14,578	1,276	8.75	3,274	22.46	2,351	16.13	2,673	18.34	1,220	8.37	3,784	25.96	35
Baxter Estates	414	87	21.01	99	23.91	39	9.42	48	11.59	36	8.70	105	25.36	31
Bay Park	1,129	96	8.50	338	29.94	194	17.18	175	15.50	177	15.68	149	13.20	29
Bay Shore	4,268	566	13.26	1,437	33.67	788	18.46	663	15.53	142	3.33	672	15.75	29
Bayport	4,112	582	14.15	1,233	29.99	781	18.99	680	16.54	220	5.35	616	14.98	29
Bayville	3,186	378	11.86	698	21.91	464	14.56	766	24.04	379	11.90	501	15.73	33
Bayville Uninc.	199	59	29.65	26	13.07	33	16.58	30	15.08	9	4.52	42	21.11	30
Belle Terre	318	34	10.69	113	35.53	51	16.04	63	19.81	24	7.55	33	10.38	26
Bellerose	506	39	7.71	90	17.79	81	16.01	91	17.98	26	5.14	179	35.38	39
Bellerose Terrace	903	99	10.96	186	20.60	196	21.71	90	9.97	72	7.97	260	28.79	37
Bellmore	8,155	823	10.09	1,778	21.80	1,603	19.66	1,467	17.99	614	7.53	1,870	22.93	34
Bellport	1,220	159	13.03	303	24.84	290	23.77	150	12.30	70	5.74	248	20.33	32
Bethpage	7,992	857	10.72	2,651	33.17	1,433	17.93	1,202	15.04	513	6.42	1,336	16.72	29
Blue Point	1,749	258	14.75	571	32.65	292	16.70	369	21.10	106	6.06	153	8.75	25
Bohemia	3,794	749	19.74	918	24.20	736	19.40	579	15.26	300	7.91	512	13.49	27
Brentwood	18,248	2,090	11.45	6,045	33.13	2,911	15.95	2,807	15.38	1,056	5.79	3,339	18.30	30
Bridgehampton	741	198	26.72	267	36.03	163	22.00	68	9.18	13	1.75	32	4.32	18
Brightwaters	1,548	309	19.96	462	29.84	292	18.86	81	5.23	117	7.56	287	18.54	30
Brookhaven	1,127	157	13.93	377	33.45	177	15.71	225	19.96	48	4.26	143	12.69	27
Brookville	1,402	300	21.40	493	35.16	172	12.27	119	8.49	93	6.63	225	16.05	25
Calverton-Roanoke	1,808	403	22.29	807	44.63	258	14.27	229	12.67	47	2.60	64	3.54	18
Carle Place	2,647	415	15.68	837	31.62	503	19.00	305	11.52	126	4.76	461	17.42	27
Cedarhurst	2,717	451	16.60	563	20.72	425	15.64	447	16.45	231	8.50	600	22.08	32
Center Moriches	2,189	357	16.31	637	29.10	439	20.05	368	16.81	157	7.17	231	10.55	25
Centereach	11,445	815	7.12	2,868	25.06	2,245	19.62	2,056	17.96	980	8.56	2,481	21.68	35
Centerport	3,158	451	14.28	743	23.53	495	15.67	605	19.16	211	6.68	653	20.68	34
Central Islip	7,877	795	10.09	2,120	26.91	1,554	19.73	1,445	18.34	545	6.92	1,418	18.00	31
Centre Island	137	12	8.76	4	2.92	17	12.41	35	25.55		.00	69	50.36	52
Cold Spring Harbor	2,385	289	12.12	611	25.62	335	14.05	480	20.13	132	5.53	538	22.56	34
Commack	16,490	1,394	8.45	4,342	26.33	3,227	19.57	2,861	17.35	1,335	8.10	3,331	20.20	34
Copiague	9,051	1,246	13.77	2,378	26.27	1,726	19.07	1,429	15.79	723	7.99	1,549	17.11	30
Coram	9,835	729	7.41	2,131	21.67	2,117	21.53	1,595	16.22	795	8.08	2,468	25.09	36

APPENDIX TABLE 3.2 (Cont'd.)

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
Cove Neck	159	29	18.24	19	11.95	35	22.01	38	23.90		.00	38	23.90	33
Cutchogue-New Suffolk	1,046	218	20.84	292	27.92	214	20.46	144	13.77	93	8.89	85	8.13	23
Deer Park	13,403	1,451	10.83	3,705	27.64	2,706	20.19	1,931	14.41	977	7.29	2,633	19.64	32
Dering Harbor			.00		.00		.00		.00		.00		.00	
Dix Hills	10,894	591	5.43	3,183	29.22	2,044	18.76	1,696	15.57	767	7.04	2,613	23.99	36
East Farmingdale	2,330	444	19.06	726	31.16	397	17.04	373	16.01	73	3.13	317	13.61	25
East Garden City	1,213	395	32.56	364	30.01	124	10.22	187	15.42	50	4.12	93	7.67	20
East Hampton	728	293	40.25	250	34.34	57	7.83	32	4.40	38	5.22	58	7.97	18
East Hills	3,026	133	4.40	722	23.86	420	13.88	457	15.10	329	10.87	965	31.89	38
East Islip	5,713	661	11.57	1,546	27.06	1,066	18.66	1,153	20.18	418	7.32	869	15.21	30
East Massapequa	6,447	590	9.15	1,347	20.89	843	13.08	1,264	19.61	540	8.38	1,863	28.90	39
East Meadow	18,858	1,514	8.03	5,259	27.89	3,779	20.04	3,229	17.12	1,167	6.19	3,910	20.73	33
East Moriches-Eastport	1,715	283	16.50	510	29.74	350	20.41	384	22.39	50	2.92	138	8.05	24
East Northport	8,851	973	10.99	2,003	22.63	1,593	18.00	1,793	20.26	657	7.42	1,832	20.70	35
East Norwich	1,354	250	18.46	352	26.00	298	22.01	88	6.50	71	5.24	295	21.79	30
East Patchogue	7,451	1,006	13.50	2,493	33.46	1,227	16.47	1,140	15.30	546	7.33	1,039	13.94	28
East Quogue	1,301	181	13.91	362	27.82	339	26.06	103	7.92	113	8.69	203	15.60	30
East Rockaway	5,104	677	13.26	971	19.02	648	12.70	1,004	19.67	560	10.97	1,244	24.37	34
East Shoreham	1,527	290	18.99	353	23.12	411	26.92	224	14.67	138	9.04	111	7.27	24
East Williston	1,148	154	13.41	344	29.97	129	11.24	141	12.28	127	11.06	253	22.04	32
Eatons Neck	652	8	1.23	47	7.21	99	15.18	167	25.61	69	10.58	262	40.18	51
Elmont	12,711	1,245	9.79	2,785	21.91	2,048	16.11	2,745	21.60	797	6.27	3,091	24.32	35
Elwood	5,113	615	12.03	1,073	20.99	1,015	19.85	901	17.62	451	8.82	1,058	20.69	34
Farmingdale	3,812	512	13.43	1,426	37.41	628	16.47	492	12.91	173	4.54	581	15.24	27
Farmingville	4,763	299	6.28	1,204	25.28	801	16.82	895	18.79	392	8.23	1,172	24.61	36
Fire Island	91	56	61.54	18	19.78	12	13.19	5	5.49		.00		.00	9
Fishers Island	148	135	91.22	13	8.78		.00		.00		.00		.00	5
Floral Park	7,226	760	10.52	1,682	23.28	1,118	15.47	1,245	17.23	665	9.20	1,756	24.30	34
Flower Hill	1,937	160	8.26	351	18.12	150	7.74	297	15.33	204	10.53	775	40.01	43
Fort Salonga	4,308	419	9.73	864	20.06	470	10.91	1,000	23.21	337	7.82	1,218	28.27	40
Franklin Square	12,989	1,186	9.13	3,401	26.18	2,428	18.69	2,246	17.29	1,036	7.98	2,692	20.73	33
Freeport	16,577	2,021	12.19	4,350	26.24	2,926	17.65	3,107	18.74	1,069	6.45	3,104	18.72	31
Garden City	9,350	1,484	15.87	2,130	22.78	1,144	12.24	1,147	12.27	575	6.15	2,870	30.70	35
Garden City Park	3,643	554	15.21	983	26.98	538	14.77	517	14.19	318	8.73	733	20.12	31
Garden City South	1,893	235	12.41	460	24.30	321	16.96	437	23.09	101	5.34	339	17.91	31
Gilgo-Oak Beach-Captree	164	11	6.71	14	8.54	44	26.83	56	34.15	20	12.20	19	11.59	34
Glen Cove	12,073	2,789	23.10	3,370	27.91	1,737	14.39	1,852	15.34	588	4.87	1,737	14.39	26
Glen Head	2,043	379	18.55	613	30.00	263	12.87	395	19.33	121	5.92	272	13.31	27
Glenwood Landing	1,655	187	11.30	472	28.52	310	18.73	264	15.95	124	7.49	298	18.01	30

APPENDIX TABLE 3.2 (Cont'd.)

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
Gordon Heights	468	50	10.68	68	14.53	129	27.56	172	36.75		.00	49	10.47	29
Great Neck	4,261	747	17.53	822	19.29	503	11.80	697	16.36	401	9.41	1,091	25.60	34
Great Neck Estates	1,275	121	9.49	202	15.84	60	4.71	159	12.47	266	20.86	467	36.63	42
Great Neck Plaza	2,933	261	8.90	855	29.15	332	11.32	627	21.38	324	11.05	534	18.21	31
Great Neck Uninc.	3,315	317	9.56	781	23.56	403	12.16	634	19.13	262	7.90	918	27.69	35
Great River	741	56	7.56	278	37.52	95	12.82	157	21.19	67	9.04	88	11.88	29
Greenlawn	5,518	369	6.69	1,596	28.92	996	18.05	1,002	18.16	412	7.47	1,143	20.71	34
Greenport	757	339	44.78	205	27.08	50	6.61	106	14.00	28	3.70	29	3.83	16
Greenport West	587	197	33.56	212	36.12	50	8.52	72	12.27	28	4.77	28	4.77	17
Greenvale	401	64	15.96	20	4.99	124	30.92	62	15.46	14	3.49	117	29.18	38
Hampton Bays	2,339	398	17.02	714	30.53	480	20.52	366	15.65	94	4.02	287	12.27	26
Hampton Park	703	202	28.73	265	37.70	164	23.33	58	8.25	14	1.99	0	.00	14
Hauppauge	8,661	980	11.32	2,384	27.53	1,543	17.82	1,881	21.72	596	6.88	1,277	14.74	30
Head of the Harbor	452	31	6.86	142	31.42	82	18.14	71	15.71	41	9.07	85	18.81	32
Hempstead	18,345	1,740	9.48	5,283	28.80	3,559	19.40	3,280	17.88	1,162	6.33	3,321	18.10	31
Herricks	3,880	341	8.79	1,053	27.14	526	13.56	724	18.66	256	6.60	980	25.26	34
Hewlett	3,284	340	10.35	1,036	31.55	208	6.33	520	15.83	358	10.90	822	25.03	34
Hewlett Bay Park	194	13	6.70	36	18.56	20	10.31	22	11.34	67	34.54	36	18.56	37
Hewlett Harbor	662	43	6.50	128	19.34	68	10.27	129	19.49	65	9.82	229	34.59	40
Hewlett Neck	164	13	7.93	29	17.68	10	6.10	29	17.68	27	16.46	56	34.15	39
Hicksville	21,791	2,999	13.76	6,762	31.03	3,724	17.09	3,123	14.33	1,437	6.59	3,746	17.19	29
Holbrook	9,263	787	8.50	1,949	21.04	1,313	14.17	1,925	20.78	861	9.30	2,428	26.21	38
Holtsville	5,258	395	7.51	1,483	28.20	872	16.58	922	17.54	449	8.54	1,137	21.62	34
Huntington	9,671	1,586	16.40	2,204	22.79	1,601	16.55	1,929	19.95	502	5.19	1,849	19.12	32
Huntington Bay	636	96	15.09	133	20.91	37	5.82	122	19.18	46	7.23	202	31.76	42
Huntington Station	13,280	1,888	14.22	4,004	30.15	2,521	18.98	2,338	17.61	758	5.71	1,771	13.34	28
Inwood	3,231	719	22.25	1,015	31.41	392	12.13	666	20.61	109	3.37	330	10.21	23
Island Park	1,856	366	19.72	290	15.63	259	13.95	356	19.18	152	8.19	433	23.33	33
Island Park Uninc.	1,773	282	15.91	346	19.51	135	7.61	324	18.27	126	7.11	560	31.58	37
Islip	5,461	641	11.74	1,670	30.58	987	18.07	1,091	19.98	265	4.85	807	14.78	29
Islip Terrace	2,298	177	7.70	726	31.59	390	16.97	410	17.84	178	7.75	417	18.15	32
Jamesport	575	32	5.57	295	51.30	164	28.52	28	4.87	46	8.00	10	1.74	19
Jericho	6,337	671	10.59	1,680	26.51	900	14.20	859	13.56	439	6.93	1,788	28.22	36
Kensington	498	21	4.22	39	7.83	31	6.22	134	26.91	66	13.25	207	41.57	45
Kings Park	7,028	1,030	14.66	1,535	21.84	1,353	19.25	1,283	18.26	371	5.28	1,456	20.72	33
Kings Point	1,962	435	22.17	233	11.88	245	12.49	278	14.17	238	12.13	533	27.17	34
Lake Grove	3,701	434	11.73	989	26.72	498	13.46	738	19.94	257	6.94	785	21.21	34
Lake Ronkonkoma	14,822	1,085	7.32	4,028	27.18	2,397	16.17	2,929	19.76	1,484	10.01	2,899	19.56	33
Lake Success	1,291	85	6.58	254	19.67	133	10.30	305	23.63	223	17.27	291	22.54	35
Lakeview	2,352	67	2.85	493	20.96	521	22.15	585	24.87	319	13.56	367	15.60	33

APPENDIX TABLE 3.2 (Cont'd.)

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
Lattingtown	732	88	12.02	90	12.30	166	22.68	168	22.95	42	5.74	178	24.32	37
Laurel	333	28	8.41	163	48.95	80	24.02	26	7.81	24	7.21	12	3.60	21
Laurel Hollow	594	28	4.71	109	18.35	133	22.39	118	19.87	26	4.38	180	30.30	39
Lawrence	2,355	199	8.45	484	20.55	73	3.10	459	19.49	295	12.53	845	35.88	40
Levittown	26,767	2,019	7.54	7,450	27.83	5,710	21.33	4,979	18.60	1,962	7.33	4,647	17.36	31
Lido-Point Lookout	2,139	181	8.46	365	17.06	317	14.82	294	13.74	172	8.04	810	37.87	43
Lindenhurst	11,518	1,820	15.80	3,090	26.83	1,790	15.54	1,974	17.14	710	6.16	2,134	18.53	30
Lloyd Harbor	1,361	117	8.60	255	18.74	177	13.01	361	26.52	96	7.05	355	26.08	40
Locust Grove	4,712	696	14.77	1,297	27.53	650	13.79	603	12.80	235	4.99	1,231	26.12	34
Locust Valley	1,780	478	26.85	460	25.84	212	11.91	307	17.25	60	3.37	263	14.78	26
Long Beach	13,713	1,518	11.07	2,797	20.40	1,533	11.18	2,704	19.72	1,225	8.93	3,936	28.70	38
Lynbrook	9,468	1,151	12.16	2,457	25.95	1,250	13.20	1,549	16.36	831	8.78	2,230	23.55	33
Malverne	4,170	419	10.05	955	22.90	515	12.35	682	16.35	361	8.66	1,238	29.69	37
Malverne Uninc.	586	58	9.90	124	21.16	52	8.87	78	13.31	71	12.12	203	34.64	38
Manhasset	3,685	599	16.26	758	20.57	425	11.53	593	16.09	294	7.98	1,016	27.57	34
Manorhaven	2,698	481	17.83	810	30.02	377	13.97	495	18.35	180	6.67	355	13.16	26
Manorville	2,675	271	10.13	628	23.48	542	20.26	429	16.04	277	10.36	528	19.74	33
Massapequa	11,121	1,042	9.37	2,493	22.42	2,117	19.04	2,136	19.21	682	6.13	2,651	23.84	35
Massapequa Park	9,009	690	7.66	2,074	23.02	1,456	16.16	1,824	20.25	811	9.00	2,154	23.91	36
Mastic	3,239	310	9.57	509	15.71	544	16.80	774	23.90	441	13.62	661	20.41	36
Mastic Beach	2,423	327	13.50	314	12.96	430	17.75	562	23.19	254	10.48	536	22.12	35
Matinecock	343	74	21.57	72	20.99	25	7.29	26	7.58	6	1.75	140	40.82	40
Mattituck	1,674	540	32.26	307	18.34	287	17.14	312	18.64	63	3.76	165	9.86	23
Medford	7,234	508	7.02	1,701	23.51	1,253	17.32	1,321	18.26	709	9.80	1,742	24.08	36
Melville	3,352	308	9.19	1,001	29.86	573	17.09	407	12.14	165	4.92	898	26.79	36
Merrick	11,217	1,055	9.41	2,449	21.83	2,129	18.98	1,708	15.23	761	6.78	3,115	27.77	36
Middle Island	2,091	140	6.70	475	22.72	387	18.51	403	19.27	165	7.89	521	24.92	38
Mill Neck	396	56	14.14	73	18.43	48	12.12	73	18.43	48	12.12	98	24.75	38
Miller Place	3,198	281	8.79	768	24.02	730	22.83	685	21.42	267	8.35	467	14.60	31
Mineola	10,785	1,621	15.03	3,436	31.86	1,817	16.85	1,604	14.87	592	5.49	1,715	15.90	28
Montauk	1,182	666	56.35	280	23.69	111	9.39	37	3.13	22	1.86	66	5.58	13
Mount Sinai	2,312	221	9.56	531	22.97	311	13.45	330	14.27	161	6.96	758	32.79	41
Munsey Park	1,262	161	12.76	218	17.27	149	11.81	143	11.33	112	8.87	479	37.96	38
Muttontown	1,111	96	8.64	250	22.50	148	13.32	139	12.51	89	8.01	389	35.01	41
Napeague-Hither Hills	63	41	65.08	11	17.46		.00		.00		.00	11	17.46	15
Nesconset	3,870	377	9.74	876	22.64	646	16.69	770	19.90	279	7.21	922	23.82	36
New Cassel	4,451	531	11.93	1,663	37.36	859	19.30	539	12.11	246	5.53	613	13.77	27
New Hyde Park	4,435	467	10.53	1,294	29.18	654	14.75	693	15.63	330	7.44	997	22.48	33
Nissequogue	610	107	17.54	145	23.77	166	27.21	64	10.49	71	11.64	57	9.34	26
North Amityville	5,444	602	11.06	1,899	34.88	1,213	22.28	781	14.35	363	6.67	586	10.76	26

APPENDIX TABLE 3.2 (Cont'd.)

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
North Babylon	8,455	772	9.13	2,285	27.03	1,486	17.58	1,500	17.74	590	6.98	1,822	21.55	34
North Bay Shore	14,672	1,770	12.06	4,581	31.22	2,751	18.75	2,453	16.72	1,082	7.37	2,035	13.87	28
North Bellmore	10,123	934	9.23	2,290	22.62	1,991	19.67	1,826	18.04	581	5.74	2,501	24.71	35
North Bellport	2,346	318	13.55	434	18.50	400	17.05	571	24.34	145	6.18	478	20.38	34
North Great River	4,368	297	6.80	1,411	32.30	724	16.58	882	20.19	272	6.23	782	17.90	32
North Haven	277	79	28.52	58	20.94	73	26.35	16	5.78	7	2.53	44	15.88	28
North Hills	826	49	5.93	158	19.13	146	17.68	181	21.91	89	10.77	203	24.58	35
North Lindenhurst	4,823	579	12.00	1,517	31.45	857	17.77	848	17.58	376	7.80	646	13.39	28
North Massapequa	10,165	691	6.80	2,849	28.03	2,066	20.32	1,678	16.51	734	7.22	2,147	21.12	33
North Merrick	5,953	398	6.69	1,679	28.20	1,327	22.29	797	13.39	434	7.29	1,318	22.14	33
North New Hyde Park	6,372	655	10.28	1,502	23.57	1,022	16.04	1,036	16.26	477	7.49	1,680	26.37	35
North Patchogue	2,839	431	15.18	837	29.48	546	19.23	403	14.20	202	7.12	420	14.79	28
North Sea	420	87	20.71	189	45.00	60	14.29	50	11.90	.00		34	8.10	22
North Valley Stream	6,927	583	8.42	1,773	25.60	1,111	16.04	1,068	15.42	761	10.99	1,631	23.55	35
North Wantagh	6,070	429	7.07	1,581	26.05	1,419	23.38	985	16.23	267	4.40	1,389	22.88	34
Northport	3,509	472	13.45	764	21.77	570	16.24	773	22.03	248	7.07	682	19.44	33
Northville	1,122	313	27.90	455	40.55	167	14.88	153	13.64	17	1.52	17	1.52	16
Northwest Harbor	1,018	415	40.77	303	29.76	107	10.51	69	6.78	68	6.68	56	5.50	17
Noyack	1,123	195	17.36	503	44.79	71	6.32	118	10.51	104	9.26	132	11.75	25
Oakdale	3,514	194	5.52	886	25.21	806	22.94	782	22.25	342	9.73	504	14.34	32
Ocean Beach	60	35	58.33	3	5.00	9	15.00	7	11.67	3	5.00	3	5.00	18
Oceanside	15,485	2,080	13.43	3,523	22.75	1,708	11.03	2,702	17.45	1,455	9.40	4,017	25.94	34
Old Bethpage	3,067	335	10.92	961	31.33	404	13.17	374	12.19	181	5.90	812	26.48	35
Old Brookville	635	79	12.44	119	18.74	136	21.42	123	19.37	52	8.19	126	19.84	33
Old Field	290	14	4.83	102	35.17	47	16.21	61	21.03	4	1.38	62	21.38	33
Old Westbury	1,227	223	18.17	368	29.99	235	19.15	146	11.90	80	6.52	175	14.26	25
Old Westbury Uninc.	23		.00		.00		.00		.00		.00	23	100.00	72
Orient-East Marion	464	97	20.91	183	39.44	68	14.66	39	8.41	37	7.97	40	8.62	22
Oyster Bay	2,923	611	20.90	758	25.93	450	15.40	533	18.23	108	3.69	463	15.84	29
Oyster Bay Cove	657	75	11.42	118	17.96	80	12.18	116	17.66	43	6.54	225	34.25	41
Patchogue	4,674	888	19.00	1,437	30.74	663	14.18	925	19.79	219	4.69	542	11.60	25
Peconic	226	31	13.72	61	26.99	55	24.34	9	3.98	17	7.52	53	23.45	31
Plainedge	4,455	463	10.39	1,235	27.72	876	19.66	798	17.91	291	6.53	792	17.78	31
Plainview	13,640	1,833	13.44	3,716	27.24	1,994	14.62	1,920	14.08	973	7.13	3,204	23.49	33
Plandome	602	80	13.29	122	20.27	36	5.98	82	13.62	96	15.95	186	30.90	37
Plandome Heights	371	37	9.97	63	16.98	33	8.89	45	12.13	28	7.55	165	44.47	43
Plandome Manor	340	4	1.18	91	26.76	38	11.18	21	6.18	46	13.53	140	41.18	41
Poospatuck Indian Reservation	21		.00		.00		.00		.00		.00	21	100.00	80
Poquott	240	36	15.00	71	29.58	6	2.50	60	25.00	27	11.25	40	16.67	31

APPENDIX TABLE 3.2 (Cont'd.)

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
Port Jefferson	3,007	762	25.34	904	30.06	475	15.80	473	15.73	204	6.78	189	6.29	22
Port Jefferson Station	6,569	798	12.15	1,739	26.47	828	12.60	1,144	17.42	535	8.14	1,525	23.22	34
Port Washington	6,264	1,144	18.26	1,419	22.65	854	13.63	725	11.57	431	6.88	1,691	27.00	33
Port Washington North	1,461	224	15.33	267	18.28	159	10.88	215	14.72	121	8.28	475	32.51	36
Port Washington-NE & NW	811	203	25.03	191	23.55	81	9.99	119	14.67	65	8.01	152	18.74	29
Quiogue	249	116	46.59	44	17.67		.00	47	18.88	16	6.43	26	10.44	20
Quogue	403	84	20.84	123	30.52	81	20.10	32	7.94	25	6.20	58	14.39	27
Remsenburg-Speonk	693	115	16.59	210	30.30	111	16.02	126	18.18	25	3.61	106	15.30	27
Ridge	2,579	253	9.81	638	24.74	469	18.19	451	17.49	384	14.89	384	14.89	32
Riverhead	2,717	1,012	37.25	874	32.17	357	13.14	317	11.67	96	3.53	61	2.25	16
Riverside-Flanders	1,669	254	15.22	685	41.04	344	20.61	208	12.46	92	5.51	86	5.15	20
Rockville Centre	11,356	1,443	12.71	2,669	23.50	1,870	16.47	1,613	14.20	745	6.56	3,016	26.56	33
Rocky Point	2,201	338	15.36	499	22.67	437	19.85	417	18.95	226	10.27	284	12.90	28
Roosevelt	5,659	465	8.22	1,359	24.01	1,441	25.46	850	15.02	520	9.19	1,024	18.10	32
Roslyn	1,077	114	10.58	332	30.83	218	20.24	134	12.44	56	5.20	223	20.71	29
Roslyn Estates	577	56	9.71	164	28.42	90	15.60	92	15.94	54	9.36	121	20.97	32
Roslyn Harbor	520	28	5.38	73	14.04	127	24.42	79	15.19	54	10.38	159	30.58	39
Roslyn Heights	2,625	386	14.70	771	29.37	392	14.93	326	12.42	156	5.94	594	22.63	31
Russell Gardens	666	92	13.81	94	14.11	92	13.81	120	18.02	100	15.02	168	25.23	36
Saddle Rock	427	58	13.58	44	10.30	14	3.28	82	19.20	118	27.63	111	26.00	39
Sag Harbor	1,097	393	35.82	279	25.43	155	14.13	37	3.37	121	11.03	112	10.21	23
Saltaire			.00		.00		.00		.00		.00		.00	
Sands Point	1,147	119	10.37	169	14.73	96	8.37	145	12.64	156	13.60	462	40.28	43
Sayville	4,964	870	17.53	1,290	25.99	926	18.65	759	15.29	364	7.33	755	15.21	29
Sea Cliff	2,790	349	12.51	760	27.24	343	12.29	746	26.74	236	8.46	356	12.76	29
Seaford	7,086	564	7.96	1,423	20.08	1,252	17.67	1,271	17.94	596	8.41	1,980	27.94	38
Searingtown	2,240	215	9.60	517	23.08	330	14.73	253	11.29	211	9.42	714	31.88	37
Selden	6,263	614	9.80	1,712	27.34	964	15.39	1,073	17.13	478	7.63	1,422	22.70	34
Setauket-East Setauket	4,011	544	13.56	1,306	32.56	560	13.96	731	18.22	281	7.01	589	14.68	29
Shelter Is. Heights	285	111	38.95	46	16.14	5	1.75	69	24.21	4	1.40	50	17.54	25
Shelter Island	384	210	54.69	66	17.19	21	5.47	39	10.16	9	2.34	39	10.16	18
Shinnecock Indian Reservation			.00		.00		.00		.00		.00		.00	
Shinnecock Hills	754	301	39.92	179	23.74	67	8.89	90	11.94	54	7.16	63	8.36	21
Shirley	6,043	610	10.09	1,207	19.97	1,014	16.78	1,297	21.46	651	10.77	1,264	20.92	36
Shoreham	221	33	14.93	55	24.89	47	21.27	54	24.43	10	4.52	22	9.95	28
Smithtown	13,170	1,224	9.29	3,875	29.42	2,360	17.92	2,575	19.55	882	6.70	2,254	17.11	31
Sound Beach	2,938	279	9.50	865	29.44	582	19.81	569	19.37	184	6.26	459	15.62	30
South Farmingdale	7,538	809	10.73	2,446	32.45	1,238	16.42	1,281	16.99	372	4.93	1,392	18.47	30

APPENDIX TABLE 3.2 (Cont'd.)

Municipality	Total Workers	Travel Time 0-10 Min	%	Travel Time 10-19 Min	%	Travel Time 20-29 Min	%	Travel Time 30-44 Min	%	Travel Time 45-59 Min	%	Travel Time 60 or More Minutes	%	Mean Travel Time
South Floral Park	701	24	3.42	167	23.82	93	13.27	149	21.26	74	10.56	194	27.67	38
South Hempstead	1,471	178	12.10	490	33.31	221	15.02	133	9.04	103	7.00	346	23.52	32
South Huntington	7,187	903	12.56	2,197	30.57	1,342	18.67	1,096	15.25	379	5.27	1,270	17.67	30
South Valley Stream	2,541	233	9.17	496	19.52	220	8.66	696	27.39	301	11.85	595	23.42	35
South Westbury	5,045	367	7.27	1,766	35.00	697	13.82	687	13.62	353	7.00	1,175	23.29	32
Southampton	1,914	813	42.48	654	34.17	252	13.17	108	5.64	15	.78	72	3.76	15
Southold	1,553	440	28.33	496	31.94	152	9.79	241	15.52	74	4.76	150	9.66	23
Springs	1,185	184	15.53	384	32.41	214	18.06	182	15.36	14	1.18	207	17.47	28
St. James	5,022	488	9.72	1,549	30.84	768	15.29	932	18.56	328	6.53	957	19.06	32
Stewart Manor	1,009	76	7.53	298	29.53	134	13.28	150	14.87	102	10.11	249	24.68	34
Stony Brook	7,024	1,053	14.99	2,199	31.31	1,039	14.79	1,055	15.02	573	8.16	1,105	15.73	29
Syosset	4,522	816	18.05	1,060	23.44	679	15.02	557	12.32	177	3.91	1,233	27.27	34
Thomaston	1,502	214	14.25	278	18.51	243	16.18	258	17.18	208	13.85	301	20.04	32
Tuckahoe	520	17	3.27	231	44.42	147	28.27	42	8.08		.00	83	15.96	25
Uniondale	8,881	785	8.84	2,884	32.47	1,611	18.14	1,444	16.26	488	5.49	1,669	18.79	31
Upper Brookville	496	20	4.03	134	27.02	62	12.50	109	21.98	21	4.23	150	30.24	38
Valley Stream	16,075	1,582	9.84	4,001	24.89	2,733	17.00	2,881	17.92	1,418	8.82	3,460	21.52	32
Village of the Branch	771	70	9.08	268	34.76	117	15.18	128	16.60	58	7.52	130	16.86	31
Wading River	1,479	245	16.57	444	30.02	202	13.66	259	17.51	83	5.61	246	16.63	29
Wainscott	65		.00	29	44.62	19	29.23	17	26.15		.00		.00	18
Wantagh	9,558	996	10.42	1,949	20.39	1,905	19.93	1,825	19.09	561	5.87	2,322	24.29	35
Watermill & Sagaponack	374	148	39.57	133	35.56	55	14.71		.00		.00	38	10.16	19
West Amityville	3,050	191	6.26	669	21.93	541	17.74	532	17.44	124	4.07	993	32.56	40
West Babylon	17,775	1,823	10.26	5,709	32.12	3,318	18.67	2,701	15.20	1,116	6.28	3,108	17.49	30
West Bay Shore	2,305	347	15.05	648	28.11	346	15.01	426	18.48	103	4.47	435	18.87	31
West Hempstead	8,261	1,082	13.10	2,224	26.92	1,241	15.02	1,186	14.36	736	8.91	1,792	21.69	32
West Hills	2,591	230	8.88	655	25.28	365	14.09	491	18.95	184	7.10	666	25.70	37
West Islip	12,179	1,468	12.05	3,246	26.65	2,198	18.05	1,985	16.30	885	7.27	2,397	19.68	33
West Sayville	3,057	396	12.95	824	26.95	554	18.12	575	18.81	265	8.67	443	14.49	29
Westbury	6,641	790	11.90	2,067	31.12	1,008	15.18	1,095	16.49	392	5.90	1,289	19.41	30
Westhampton	1,181	329	27.86	440	37.26	125	10.58	247	20.91		.00	40	3.39	18
Westhampton Beach	685	236	34.45	167	24.38	101	14.74	59	8.61	43	6.28	79	11.53	23
Westhampton Beach Uninc.	30	6	20.00	12	40.00		.00	12	40.00		.00		.00	22
Williston Park	4,068	500	12.29	1,273	31.29	661	16.25	654	16.08	164	4.03	816	20.06	30
Woodbury	2,975	306	10.29	803	26.99	566	19.03	507	17.04	172	5.78	621	20.87	32
Woodmere	7,492	871	11.63	1,267	16.91	610	8.14	1,447	19.31	989	13.20	2,308	30.81	39
Woodsburgh	338	25	7.40	50	14.79	16	4.73	59	17.46	78	23.08	110	32.54	42
Wyandanch	4,564	465	10.19	1,696	37.16	694	15.21	701	15.36	371	8.13	637	13.96	28
Yaphank	989	140	14.16	396	40.04	182	18.40	127	12.84	49	4.95	95	9.61	24

APPENDIX TABLE 3.3

Workers By Residence By Mode of Travel To The Amityville Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	14,946	100.0	13,329	169	216	1,232
Nassau County	3,563	23.8	3,409	50	25	79
North Hempstead	185	1.2	185	—	—	—
Hempstead	1,353	9.1	1,282	36	13	22
Oyster Bay	2,025	13.5	1,942	14	12	57
Suffolk County	11,062	74.0	9,687	81	141	1,153
Huntington	550	3.7	544	—	—	6
Babylon	7,688	51.4	6,430	33	129	1,096
Smithtown	279	1.9	262	—	—	17
Islip	1,728	11.6	1,691	29	8	—
Brookhaven	753	5.0	700	19	—	34
Riverhead	—	—	—	—	—	—
Southold	4	—	—	—	4	—
Shelter Island	—	—	—	—	—	—
Southampton	60	.4	60	—	—	—
East Hampton	—	—	—	—	—	—
Amityville Area	**4,279**	**28.6**	**3,238**	**16**	**85**	**940**
New York City	286	1.9	198	38	50	—
Bronx County	25	.2	13	12	—	—
Kings County	48	.3	22	10	16	—
New York County	38	.3	13	16	9	—
Queens County	140	.9	140	—	—	—
Richmond County	35	.2	10	—	25	—
All Other Counties	35	.2	35	—	—	—
Westchester	35	.2	35	—	—	—

Workers By Residence By Mode of Travel To The Babylon Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	14,795	100.0	13,564	33	124	1,074
Nassau County	1,821	12.3	1,800	10	11	—
North Hempstead	141	1.0	141	—	—	—
Hempstead	918	6.2	908	10	—	—
Oyster Bay	762	5.2	751	—	11	—
Suffolk County	12,829	86.7	11,630	23	113	1,063
Huntington	759	5.1	747	—	12	—
Babylon	7,635	51.6	6,559	6	67	1,003
Smithtown	430	2.9	430	—	—	—
Islip	2,801	18.9	2,714	—	34	53
Brookhaven	1,172	7.9	1,148	17	—	7
Riverhead	13	.1	13	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	16	.1	16	—	—	—
East Hampton	3	—	3	—	—	—
Babylon Area	**5,177**	**35.0**	**4,237**	**6**	**54**	**880**
New York City	116	.8	105	—	—	11
Bronx County	—	—	—	—	—	—
Kings County	37	.3	26	—	—	11
New York County	—	—	—	—	—	—
Queens County	79	.5	79	—	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	29	.2	29	—	—	—
Westchester	29	.2	29	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To The Bayshore Area - 1980

Residence	Total	% of Total	Mode: Auto	Mode: Rail	Mode: Bus & Subway	Mode: Other
Total Workers	20,685	100.0	19,114	64	292	1,215
Nassau County	1,356	6.6	1,716	22	25	—
North Hempstead	56	.3	43	13	—	—
Hempstead	682	3.3	648	9	25	—
Oyster Bay	618	3.0	618	—	—	—
Suffolk County	19,082	92.3	17,613	36	218	1,215
Huntington	750	3.6	750	—	—	—
Babylon	1,752	8.5	1,683	6	34	29
Smithtown	850	4.1	850	—	—	—
Islip	12,861	62.2	11,502	30	155	1,174
Brookhaven	2,698	13.0	2,663	—	23	12
Riverhead	38	.2	38	—	—	—
Southold	6	—	—	—	6	—
Shelter Island	—	—	—	—	—	—
Southampton	127	.6	127	—	—	—
East Hampton	—	—	—	—	—	—
Bayshore Area	**4,279**	**20.7**	**3,511**	**16**	**46**	**706**
New York City	230	1.1	175	6	49	—
Bronx County	17	.1	17	—	—	—
Kings County	56	.3	56	—	—	—
New York County	13	.1	7	6	—	—
Queens County	144	.7	95	—	49	—
Richmond County	—	—	—	—	—	—
All Other Counties	17	.1	17	—	—	—
Westchester	17	.1	17	—	—	—

Workers By Residence By Mode of Travel To Bethpage - 1980

Residence	Total	% of Total	Mode: Auto	Mode: Rail	Mode: Bus & Subway	Mode: Other
Total Workers	21,309	100.0	20,668	30	31	580
Nassau County	10,161	47.7	9,603	—	31	527
North Hempstead	663	3.1	663	—	—	—
Hempstead	3,926	18.4	3,851	—	—	75
Oyster Bay	5,572	26.1	5,089	—	31	452
Bethpage	**1,341**	**6.3**	**997**	**—**	**17**	**327**
Suffolk County	10,048	47.2	9,975	20	—	53
Huntington	2,503	11.7	2,503	—	—	—
Babylon	2,343	11.0	2,334	5	—	4
Smithtown	1,160	5.4	1,160	—	—	—
Islip	2,409	11.3	2,377	15	—	17
Brookhaven	1,618	7.6	1,586	—	—	32
Riverhead	—	—	—	—	—	—
Southold	15	.1	15	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	—	—	—	—	—	—
New York City	1,007	4.7	997	10	—	—
Bronx County	52	.2	52	—	—	—
Kings County	193	.9	193	—	—	—
New York County	30	.1	30	—	—	—
Queens County	732	3.4	722	10	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	93	.4	93	—	—	—
Bergen	65	.3	65	—	—	—
Dutchess	7	—	7	—	—	—
Westchester	21	.1	21	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Bohemia-Ronkonkoma - 1980

Residence	Total	% of Total	Mode: Auto	Mode: Rail	Mode: Bus & Subway	Mode: Other
Total Workers	14,409	100.0	13,197	61	191	960
Nassau County	999	6.9	999	—	—	—
North Hempstead	86	.6	86	—	—	—
Hempstead	485	3.4	485	—	—	—
Oyster Bay	428	3.0	428	—	—	—
Suffolk County	13,098	90.9	11,915	47	176	960
Huntington	461	3.2	415	—	37	9
Babylon	565	3.9	529	—	36	—
Smithtown	864	6.0	778	13	13	60
Islip	5,534	38.4	4,921	22	67	524
Brookhaven	5,346	37.1	4,944	12	23	367
Riverhead	132	.9	132	—	—	—
Southold	48	.3	48	—	—	—
Shelter Island	2	—	2	—	—	—
Southampton	141	1.0	141	—	—	—
East Hampton	5	—	5	—	—	—
Bohemia-Ronkonkoma	**2,964**	**20.6**	**2,229**	**—**	**16**	**719**
New York City	286	2.0	257	14	15	—
Bronx County	79	.5	64	—	15	—
Kings County	44	.3	44	—	—	—
New York County	19	.1	5	14	—	—
Queens County	144	1.0	144	—	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	26	.2	26	—	—	—
Westchester	26	.2	26	—	—	—

Workers By Residence By Mode of Travel To Brentwood-Central Islip - 1980

Residence	Total	% of Total	Mode: Auto	Mode: Rail	Mode: Bus & Subway	Mode: Other
Total Workers	20,960	100.0	19,809	35	143	973
Nassau County	1,120	5.3	1,109	—	—	11
North Hempstead	149	.7	149	—	—	—
Hempstead	526	2.5	526	—	—	—
Oyster Bay	445	2.1	434	—	—	11
Suffolk County	19,520	93.1	18,389	35	134	962
Huntington	899	4.3	899	—	—	—
Babylon	1,536	7.3	1,528	—	—	8
Smithtown	1,270	6.1	1,259	—	11	—
Islip	11,832	56.5	10,797	35	115	885
Brookhaven	3,825	18.2	3,748	—	8	69
Riverhead	82	.4	82	—	—	—
Southold	24	.1	24	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	52	.2	52	—	—	—
East Hampton	—	—	—	—	—	—
Brentwood-Central Islip	**5,983**	**28.5**	**5,216**	**35**	**38**	**694**
New York City	315	1.5	306	—	9	—
Bronx County	—	—	—	—	—	—
Kings County	72	.3	72	—	—	—
New York County	8	—	8	—	—	—
Queens County	226	1.1	226	—	—	—
Richmond County	9	—	—	—	9	—
All Other Counties	5	—	5	—	—	—
Westchester	5	—	5	—	—	—

Workers By Residence By Mode of Travel To Deer Park - 1980

Residence	Total	% of Total	Mode: Auto	Mode: Rail	Mode: Bus & Subway	Mode: Other
Total Workers	12,462	100.0	11,695	21	155	591
Nassau County	1,482	11.9	1,482	—	—	—
North Hempstead	173	1.4	173	—	—	—
Hempstead	741	5.9	741	—	—	—
Oyster Bay	568	4.6	568	—	—	—
Suffolk County	10,473	84.0	9,849	21	20	583
Huntington	1,373	11.0	1,314	—	—	59
Babylon	4,251	34.1	3,737	—	20	494
Smithtown	638	5.1	638	—	—	—
Islip	2,731	21.9	2,710	—	—	21
Brookhaven	1,317	10.6	1,308	—	—	9
Riverhead	8	.1	8	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	166	1.3	145	21	—	—
East Hampton	4	—	4	—	—	—
Deer Park	**2,164**	**17.4**	**1,805**	—	**9**	**350**
New York City	492	3.9	349	—	135	8
Bronx County	168	1.3	114	—	54	—
Kings County	103	.8	94	—	9	—
New York County	6	—	6	—	—	—
Queens County	215	1.7	135	—	72	8
Richmond County	—	—	—	—	—	—
All Other Counties	—	—	—	—	—	—

Workers By Residence By Mode of Travel To The East Meadow Area - 1980

Residence	Total	% of Total	Mode: Auto	Mode: Rail	Mode: Bus & Subway	Mode: Other
Total Workers	11,551	100.0	9,895	20	501	1,135
Nassau County	9,539	82.6	7,980	20	431	1,108
North Hempstead	709	6.1	638	—	26	45
Hempstead	7,281	63.0	5,829	20	369	1,063
Oyster Bay	1,549	13.4	1,513	—	36	—
East Meadow Area	**2,914**	**25.2**	**1,943**	**20**	**57**	**894**
Suffolk County	1,479	12.8	1,460	—	6	13
Huntington	265	2.3	258	—	—	7
Babylon	416	3.6	404	—	6	6
Smithtown	124	1.1	124	—	—	—
Islip	399	3.5	399	—	—	—
Brookhaven	247	2.1	247	—	—	—
Riverhead	—	—	—	—	—	—
Southold	15	.1	15	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	13	.1	13	—	—	—
East Hampton	—	—	—	—	—	—
New York City	511	4.4	433	—	64	14
Bronx County	—	—	—	—	—	—
Kings County	22	.2	22	—	—	—
New York County	83	.7	71	—	12	—
Queens County	393	3.4	327	—	52	14
Richmond County	13	.1	13	—	—	—
All Other Counties	22	.2	22	—	—	—
Westchester	22	.2	22	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To The Farmingdale Area - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	31,534	100.0	30,036	220	253	1,025
Nassau County	11,840	37.5	11,153	18	76	593
North Hempstead	646	2.0	646	—	—	—
Hempstead	4,370	13.9	4,222	11	50	87
Oyster Bay	6,824	21.6	6,285	7	26	506
Suffolk County	17,454	55.3	16,898	73	57	426
Huntington	2,641	8.4	2,622	—	—	19
Babylon	6,891	21.9	6,507	22	47	315
Smithtown	1,016	3.2	1,016	—	—	—
Islip	4,204	13.3	4,157	14	—	33
Brookhaven	2,511	8.0	2,440	37	10	24
Riverhead	122	.4	107	—	—	15
Southold	25	.1	5	—	—	20
Shelter Island	—	—	—	—	—	—
Southampton	44	.1	44	—	—	—
East Hampton	—	—	—	—	—	—
Farmingdale Area	**3,111**	**9.9**	**2,557**	**6**	**21**	**527**
New York City	2,173	6.9	1,924	129	120	—
Bronx County	368	1.2	305	—	63	—
Kings County	492	1.6	426	48	18	—
New York County	128	.4	92	16	20	—
Queens County	1,164	3.7	1,091	65	8	—
Richmond County	21	.1	10	—	11	—
All Other Counties	67	.2	61	—	—	6
Bergen	16	.1	16	—	—	—
Rockland	14	—	14	—	—	—
Westchester	37	.1	31	—	—	6

Workers By Residence By Mode of Travel To The Five Towns - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	18,182	100.0	14,094	301	1,413	2,374
Nassau County	12,739	70.1	10,208	76	289	2,166
North Hempstead	322	1.8	322	—	—	—
Hempstead	11,851	65.2	9,320	76	289	2,166
Oyster Bay	566	3.1	566	—	—	—
Five Towns Area	**6,561**	**36.1**	**4,327**	**36**	**217**	**1,981**
Suffolk County	910	5.0	910	—	—	—
Huntington	128	.7	128	—	—	—
Babylon	321	1.8	321	—	—	—
Smithtown	80	.4	80	—	—	—
Islip	262	1.4	262	—	—	—
Brookhaven	83	.5	83	—	—	—
Riverhead	18	.1	18	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	4	—	4	—	—	—
Southampton	14	.1	14	—	—	—
East Hampton	—	—	—	—	—	—
New York City	4,506	24.8	2,949	225	1,124	208
Bronx County	23	.1	23	—	—	—
Kings County	668	3.7	461	133	74	—
New York County	157	.9	114	15	12	16
Queens County	3,637	20.0	2,351	77	1,038	171
Richmond County	21	.1	—	—	—	21
All Other Counties	27	.1	27	—	—	—
Rockland	10	.1	10	—	—	—
Westchester	17	.1	17	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Freeport - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	13,270	100.0	10,911	65	842	1,452
Nassau County	11,251	84.8	9,057	42	732	1,420
North Hempstead	364	2.7	309	—	55	—
Hempstead	10,044	75.7	7,945	32	663	1,404
Oyster Bay	843	6.4	803	10	14	16
Freeport	**4,700**	**35.4**	**3,180**	**22**	**250**	**1,248**
Suffolk County	1,270	9.6	1,223	11	18	18
Huntington	219	1.7	219	—	—	—
Babylon	456	3.4	409	11	18	18
Smithtown	73	.6	73	—	—	—
Islip	325	2.4	325	—	—	—
Brookhaven	197	1.5	197	—	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	—	—	—	—	—	—
New York City	669	5.0	551	12	92	14
Bronx County	29	.2	29	—	—	—
Kings County	116	.9	102	—	—	14
New York County	17	.1	17	—	—	—
Queens County	507	3.8	403	12	92	—
Richmond County	—	—	—	—	—	—
All Other Counties	80	.6	80	—	—	—
Bergen	10	.1	10			
Dutchess	6	—	6			
Westchester	64	.5	64	—	—	—

Workers By Residence By Mode of Travel To The Garden City Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	39,780	100.0	35,303	504	1,919	2,054
Nassau County	30,927	77.7	27,171	145	1,699	1,912
North Hempstead	4,346	10.9	3,904	—	263	179
Hempstead	21,836	54.9	18,691	122	1,342	1,681
Oyster Bay	4,745	11.9	4,576	23	94	52
Garden City Area	**2,829**	**7.1**	**1,795**	**13**	**—**	**1,021**
Suffolk County	5,192	13.1	5,020	72	33	67
Huntington	1,282	3.2	1,238	14	6	24
Babylon	1,138	2.9	1,078	47	7	6
Smithtown	634	1.6	623	11	—	—
Islip	1,180	3.0	1,167	—	13	—
Brookhaven	892	2.2	848	—	7	37
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	52	.1	52	—	—	—
East Hampton	14	—	14	—	—	—
New York City	3,526	8.9	2,977	287	187	75
Bronx County	89	.2	65	10	—	14
Kings County	574	1.4	437	90	42	5
New York County	430	1.1	292	116	—	22
Queens County	2,433	6.1	2,183	71	145	34
Richmond County	—	—	—	—	—	—
All Other Counties	135	.3	135	—	—	—
Bergen	30	.1	30	—	—	—
Rockland	21	.1	21	—	—	—
Westchester	84	.2	84	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Glen Cove - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	11,965	100.0	10,451	92	216	1,206
Nassau County	10,119	84.6	8,711	62	193	1,153
North Hempstead	930	7.8	862	—	58	10
Hempstead	1,128	9.4	1,109	12	—	7
Oyster Bay	8,061	67.4	6,740	50	135	1,136
Glen Cove	**5,213**	**43.6**	**4,063**	**—**	**97**	**1,053**
Suffolk County	1,225	10.2	1,225	—	—	—
Huntington	464	3.9	464	—	—	—
Babylon	232	1.9	232	—	—	—
Smithtown	183	1.5	183	—	—	—
Islip	148	1.2	148	—	—	—
Brookhaven	156	1.3	156	—	—	—
Riverhead	—	—	—	—	—	—
Southold	34	.3	34	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	8	.1	8	—	—	—
New York City	563	4.7	504	12	23	24
Bronx County	7	.1	—	—	7	—
Kings County	121	1.0	121	—	—	—
New York County	63	.5	27	12	—	24
Queens County	372	3.1	356	—	16	—
Richmond County	—	—	—	—	—	—
All Other Counties	58	.5	11	18	—	29
Bergen	23	.2	11	—	—	12
Westchester	35	.3	—	18	—	17

Workers By Residence By Mode of Travel To The Great Neck Area - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	17,606	100.0	14,346	334	803	2,123
Nassau County	11,579	65.8	9,196	78	383	1,922
North Hempstead	7,190	40.8	5,053	62	303	1,772
Hempstead	2,834	16.1	2,694	16	80	44
Oyster Bay	1,555	8.8	1,449	—	—	106
Great Neck Area	**4,641**	**26.4**	**2,696**	**33**	**190**	**1,722**
Suffolk County	1,359	7.7	1,273	31	—	55
Huntington	606	3.4	600	6	—	—
Babylon	214	1.2	194	6	—	14
Smithtown	127	.7	127	—	—	—
Islip	222	1.3	222	—	—	—
Brookhaven	158	.9	98	19	—	41
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	32	.2	32	—	—	—
East Hampton	—	—	—	—	—	—
New York City	4,499	25.6	3,720	213	420	136
Bronx County	116	.7	97	10	9	—
Kings County	168	1.0	105	—	63	—
New York County	292	1.7	183	70	22	17
Queens County	3,900	22.2	3,312	133	326	129
Richmond County	23	.1	23	—	—	—
All Other Counties	169	1.0	169	—	—	—
Bergen	50	.3	50	—	—	—
Putnam	51	.3	51	—	—	—
Westchester	68	.4	68	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Hauppauge - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	23,989	100.0	23,408	54	127	400
Nassau County	1,656	6.9	1,636	—	20	—
North Hempstead	196	.8	176	—	20	—
Hempstead	619	2.6	619	—	—	—
Oyster Bay	841	3.5	841	—	—	—
Suffolk County	21,774	90.8	21,260	40	74	400
Huntington	1,875	7.8	1,875	—	—	—
Babylon	1,678	7.0	1,678	—	—	—
Smithtown	3,940	16.4	3,816	12	13	99
Islip	8,057	33.6	7,769	8	26	244
Brookhaven	5,812	24.2	5,710	20	25	57
Riverhead	71	.3	71	—	—	—
Southold	108	.5	108	—	—	—
Shelter Island	4	—	4	—	—	—
Southampton	208	.9	208	—	—	—
East Hampton	21	.1	21	—	—	—
Hauppauge	**2,060**	**8.6**	**1,803**	**12**	**—**	**245**
New York City	474	2.0	427	14	33	—
Bronx County	14	.1	—	14	—	—
Kings County	149	.6	116	—	33	—
New York County	17	.1	17	—	—	—
Queens County	294	1.2	294	—	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	85	.4	85	—	—	—
Bergen	13	.1	13	—	—	—
Putnam	18	.1	18	—	—	—
Rockland	11	—	11	—	—	—
Westchester	43	.2	43	—	—	—

Workers By Residence By Mode of Travel To The Hempstead Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	15,253	100.0	12,851	116	1,007	1,279
Nassau County	12,627	82.8	10,396	66	905	1,260
North Hempstead	894	5.9	805	—	77	12
Hempstead	10,480	68.7	8,389	66	807	1,218
Oyster Bay	1,253	8.2	1,202	—	21	30
Hempstead	**2,872**	**18.8**	**1,742**	**—**	**163**	**967**
Suffolk County	1,666	10.9	1,643	11	12	—
Huntington	393	2.6	393	—	—	—
Babylon	476	3.1	464	—	12	—
Smithtown	162	1.1	162	—	—	—
Islip	373	2.4	362	11	—	—
Brookhaven	251	1.6	251	—	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	11	.1	11	—	—	—
East Hampton	—	—	—	—	—	—
New York City	910	6.0	762	39	90	19
Bronx County	64	.4	25	23	16	—
Kings County	189	1.2	180	—	—	9
New York County	62	.4	36	16	—	10
Queens County	595	3.9	521	—	74	—
Richmond County	—	—	—	—	—	—
All Other Counties	50	.3	50	—	—	—
Bergen	15	.1	15	—	—	—
Rockland	6	—	6	—	—	—
Westchester	29	.2	29	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Hicksville-Jericho - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	35,904	100.0	33,295	344	670	1,595
Nassau County	24,684	68.8	22,651	72	436	1,525
North Hempstead	2,112	5.9	2,013	35	34	30
Hempstead	8,321	23.2	8,035	26	162	98
Oyster Bay	14,251	39.7	12,603	11	240	1,397
Hicksville-Jericho	**7,293**	**20.3**	**6,020**	**11**	**46**	**1,216**
Suffolk County	8,865	24.7	8,640	77	78	70
Huntington	2,387	6.6	2,284	25	58	20
Babylon	1,834	5.1	1,797	8	5	24
Smithtown	837	2.3	837	—	—	—
Islip	1,978	5.5	1,940	33	—	5
Brookhaven	1,640	4.6	1,597	7	15	21
Riverhead	30	.1	30	—	—	—
Southold	27	.1	27	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	117	.3	113	4	—	—
East Hampton	15	—	15	—	—	—
New York City	2,267	6.3	1,937	189	141	—
Bronx County	117	.3	110	—	7	—
Kings County	370	1.0	271	53	46	—
New York County	151	.4	101	43	7	—
Queens County	1,597	4.4	1,423	93	81	—
Richmond County	32	.1	32	—	—	—
All Other Counties	88	.2	67	6	15	—
Bergen	6	—	—	6	—	—
Rockland	26	.1	26	—	—	—
Westchester	56	.2	41	—	15	—

Workers By Residence By Mode of Travel To The Huntington Area - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	20,535	100.0	18,405	74	256	1,800
Nassau County	2,337	11.4	2,289	29	—	19
North Hempstead	290	1.4	290	—	—	—
Hempstead	883	4.3	837	29	—	17
Oyster Bay	1,164	5.7	1,162	—	—	2
Suffolk County	17,777	86.6	15,764	24	246	1,743
Huntington	13,043	63.5	11,069	24	218	1,732
Babylon	1,169	5.7	1,141	—	28	—
Smithtown	1,245	6.1	1,245	—	—	—
Islip	1,264	6.2	1,264	—	—	—
Brookhaven	926	4.5	915	—	—	11
Riverhead	26	.1	26	—	—	—
Southold	38	.2	38	—	—	—
Shelter Island	5	—	5	—	—	—
Southampton	61	.3	61	—	—	—
East Hampton	—	—	—	—	—	—
Huntington Area	**8,042**	**39.2**	**6,247**	**12**	**104**	**1,679**
New York City	406	2.0	346	21	10	29
Bronx County	35	.2	35	—	—	—
Kings County	61	.3	51	—	10	—
New York County	96	.5	55	12	—	29
Queens County	214	1.0	205	9	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	15	.1	6	—	—	9
Westchester	15	.1	6	—	—	9

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To The Lake Success N.H.P. Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	29,813	100.0	25,889	228	1,466	2,230
Nassau County	18,323	61.5	15,834	117	421	1,951
North Hempstead	7,689	25.8	5,875	31	210	1,573
Hempstead	7,975	26.8	7,436	37	192	310
Oyster Bay	2,659	8.9	2,523	49	19	68
Lake Success - N.H.P. Area	**4,453**	**14.9**	**2,915**	**12**	**111**	**1,415**
Suffolk County	4,115	13.8	4,072	43	—	—
Huntington	1,284	4.3	1,273	11	—	—
Babylon	686	2.3	680	6	—	—
Smithtown	581	1.9	570	11	—	—
Islip	775	2.6	769	6	—	—
Brookhaven	773	2.6	764	9	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	4	—	4	—	—	—
East Hampton	12	—	12	—	—	—
New York City	7,301	24.5	5,909	68	1,045	279
Bronx County	255	.9	196	—	59	—
Kings County	756	2.5	619	56	50	31
New York County	252	.8	104	12	49	87
Queens County	5,977	20.0	4,929	—	887	161
Richmond County	61	.2	61	—	—	—
All Other Counties	74	.2	74	—	—	—
Bergen	3	—	3	—	—	—
Rockland	12	—	12	—	—	—
Westchester	59	.2	59	—	—	—

Workers By Residence By Mode of Travel To Manhasset Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	13,127	100.0	11,498	182	497	950
Nassau County	8,898	67.8	7,578	103	312	905
North Hempstead	5,462	41.6	4,237	91	276	858
Hempstead	1,986	15.1	1,951	—	15	20
Oyster Bay	1,450	11.0	1,390	12	21	27
Manhasset Area	**1,590**	**12.1**	**850**	**21**	**43**	**676**
Suffolk County	1,212	9.2	1,206	6	—	—
Huntington	450	3.4	450	—	—	—
Babylon	271	2.1	265	6	—	—
Smithtown	107	.8	107	—	—	—
Islip	255	1.9	255	—	—	—
Brookhaven	114	.9	114	—	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	4	—	4	—	—	—
Southampton	11	.1	11	—	—	—
East Hampton	—	—	—	—	—	—
New York City	2,897	22.1	2,626	41	185	45
Bronx County	42	.3	42	—	—	—
Kings County	20	.2	20	—	—	—
New York County	158	1.2	113	28	17	—
Queens County	2,657	20.2	2,451	13	168	25
Richmond County	20	.2	—	—	—	20
All Other Counties	120	.9	88	32	—	—
Bergen	20	.2	20	—	—	—
Rockland	8	.1	8	—	—	—
Westchester	92	.7	60	32	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Melville - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	32,041	100.0	31,194	65	277	505
Nassau County	7,991	24.9	7,896	13	65	17
North Hempstead	866	2.7	844	—	22	—
Hempstead	3,406	10.6	3,333	13	43	17
Oyster Bay	3,719	11.6	3,719	—	—	—
Suffolk County	22,524	70.3	21,932	29	112	451
Huntington	6,999	21.8	6,672	8	33	286
Babylon	5,816	18.2	5,755	7	9	45
Smithtown	2,322	7.2	2,246	—	—	76
Islip	4,233	13.2	4,125	—	70	38
Brookhaven	3,103	9.7	3,083	14	—	6
Riverhead	44	.1	44	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	7	—	7	—	—	—
Melville	**589**	**1.8**	**432**	**8**	**—**	**149**
New York City	1,434	4.5	1,274	23	100	37
Bronx County	148	.5	119	—	—	29
Kings County	182	.6	149	—	33	—
New York County	147	.5	106	11	30	—
Queens County	935	2.9	878	12	37	8
Richmond County	22	.1	22	—	—	—
All Other Counties	92	.3	92	—	—	—
Bergen	15	—	15	—	—	—
Westchester	77	.2	77	—	—	—

Workers By Residence By Mode of Travel To Mineola - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	19,198	100.0	16,593	386	871	1,348
Nassau County	15,437	80.4	13,430	109	601	1,297
North Hempstead	5,020	26.1	3,703	23	187	1,107
Hempstead	7,440	38.8	6,849	39	403	149
Oyster Bay	2,977	15.5	2,878	47	11	41
Mineola	**2,259**	**11.8**	**1,226**	**—**	**25**	**1,008**
Suffolk County	2,219	11.6	2,126	93	—	—
Huntington	737	3.8	711	26	—	—
Babylon	414	2.2	408	6	—	—
Smithtown	211	1.1	211	—	—	—
Islip	433	2.3	379	54	—	—
Brookhaven	398	2.1	391	7	—	—
Riverhead	10	.1	10	—	—	—
Southold	16	.1	16	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	—	—	—	—	—	—
New York City	1,457	7.6	952	184	270	51
Bronx County	26	.1	26	—	—	—
Kings County	220	1.1	133	71	16	—
New York County	86	.4	38	48	—	—
Queens County	1,125	5.9	755	65	254	51
Richmond County	—	—	—	—	—	—
All Other Counties	85	.4	85	—	—	—
Bergen	56	.3	56	—	—	—
Westchester	29	.2	29	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Oceanside - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	10,501	100.0	8,771	163	470	1,097
Nassau County	8,919	84.9	7,350	129	349	1,091
North Hempstead	134	1.3	134	—	—	—
Hempstead	8,352	79.5	6,805	129	349	1,069
Oyster Bay	433	4.1	411	—	—	22
Oceanside	**3,214**	**30.6**	**2,318**	**14**	**54**	**828**
Suffolk County	835	8.0	822	7	—	6
Huntington	27	.3	27	—	—	—
Babylon	254	2.4	248	—	—	6
Smithtown	126	1.2	126	—	—	—
Islip	229	2.2	229	—	—	—
Brookhaven	187	1.8	180	7	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	12	.1	12	—	—	—
New York City	739	7.0	591	27	121	—
Bronx County	11	.1	11	—	—	—
Kings County	141	1.3	97	27	17	—
New York County	60	.6	50	—	10	—
Queens County	527	5.0	433	—	94	—
Richmond County	—	—	—	—	—	—
All Other Counties	8	.1	8	—	—	—
Westchester	8	.1	8	—	—	—

Workers By Residence By Mode of Travel To Patchogue Area - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	13,577	100.0	12,627	55	148	747
Nassau County	299	2.2	275	—	24	—
North Hempstead	64	.5	64	—	—	—
Hempstead	114	.8	102	—	12	—
Oyster Bay	121	.9	109	—	12	—
Suffolk County	13,230	97.4	12,320	39	124	747
Huntington	214	1.6	193	15	—	6
Babylon	218	1.6	218	—	—	—
Smithtown	218	1.6	218	—	—	—
Islip	1,846	13.6	1,818	—	28	—
Brookhaven	10,200	75.1	9,339	24	96	741
Riverhead	185	1.4	185	—	—	—
Southold	119	.9	119	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	230	1.7	230	—	—	—
East Hampton	—	—	—	—	—	—
Patchogue Area	**3,877**	**28.6**	**3,214**	**13**	**36**	**614**
New York City	42	.3	26	16	—	—
Bronx County	—	—	—	—	—	—
Kings County	16	.1	—	16	—	—
New York County	—	—	—	—	—	—
Queens County	26	.2	26	—	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	6	—	6	—	—	—
Westchester	6	—	6	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Plainview - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	15,845	100.0	14,431	71	239	1,104
Nassau County	10,101	63.7	8,916	34	134	1,017
North Hempstead	901	5.7	816	—	62	23
Hempstead	2,545	16.1	2,485	—	26	34
Oyster Bay	6,655	42.0	5,615	34	46	960
Plainview	**2,583**	**16.3**	**1,846**	**20**	**23**	**694**
Suffolk County	4,746	30.0	4,633	6	48	59
Huntington	1,287	8.1	1,264	—	11	12
Babylon	1,151	7.3	1,105	—	37	9
Smithtown	366	2.3	366	—	—	—
Islip	1,060	6.7	1,054	6	—	—
Brookhaven	878	5.5	840	—	—	38
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	4	—	4	—	—	—
East Hampton	—	—	—	—	—	—
New York City	946	6.0	830	31	57	28
Bronx County	7	—	7	—	—	—
Kings County	256	1.6	213	—	43	—
New York County	79	.5	58	21	—	—
Queens County	590	3.7	538	10	14	28
Richmond County	14	.1	14	—	—	—
All Other Counties	52	.3	52	—	—	—
Bergen	21	.1	21	—	—	—
Westchester	31	.2	31	—	—	—

Workers By Residence By Mode of Travel To The Port Jefferson Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	10,657	100.0	9,982	12	20	643
Nassau County	323	3.0	323	—	—	—
North Hempstead	49	.5	49	—	—	—
Hempstead	100	.9	100	—	—	—
Oyster Bay	174	1.6	174	—	—	—
Suffolk County	10,241	96.1	9,581	12	5	643
Huntington	264	2.5	264	—	—	—
Babylon	84	.8	84	—	—	—
Smithtown	486	4.6	475	—	—	11
Islip	778	7.3	757	—	—	21
Brookhaven	8,333	78.2	7,705	12	5	611
Riverhead	117	1.1	117	—	—	—
Southold	48	.5	48	—	—	—
Shelter Island	4	—	4	—	—	—
Southampton	106	1.0	106	—	—	—
East Hampton	21	.2	21	—	—	—
Port Jefferson Area	**2,562**	**24.0**	**2,044**	**12**	**—**	**506**
New York City	87	.8	72	—	15	—
Bronx County	—	—	—	—	—	—
Kings County	—	—	—	—	—	—
New York County	52	.5	37	—	15	—
Queens County	35	.3	35	—	—	—
Richmond County	—	—	—	—	—	—
All Other Counties	6	.1	6	—	—	—
Westchester	6	.1	6	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To The Port Washington Area - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	10,194	100.0	8,616	165	112	1,301
Nassau County	8,117	79.6	6,701	51	90	1,275
North Hempstead	5,769	56.6	4,493	38	90	1,148
Hempstead	1,045	10.3	1,030	—	—	15
Oyster Bay	1,303	12.8	1,178	13	—	112
Port Washington Area	**4,554**	**44.7**	**3,350**	**38**	**76**	**1,090**
Suffolk County	1,144	11.2	1,136	8	—	—
Huntington	393	3.9	393	—	—	—
Babylon	146	1.4	146	—	—	—
Smithtown	131	1.3	131	—	—	—
Islip	220	2.2	212	8	—	—
Brookhaven	226	2.2	226	—	—	—
Riverhead	—	—	—	—	—	—
Southold	28	.3	28	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	—	—	—	—	—	—
New York City	885	8.7	731	106	22	26
Bronx County	11	.1	11	—	—	—
Kings County	108	1.1	49	45	14	—
New York County	49	.5	39	10	—	—
Queens County	717	7.0	632	51	8	26
Richmond County	—	—	—	—	—	—
All Other Counties	48	.5	48	—	—	—
Bergen	28	.3	28	—	—	—
Westchester	20	.2	20	—	—	—

Workers By Residence By Mode of Travel To Rockville Centre - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	10,933	100.0	8,992	215	624	1,102
Nassau County	9,216	84.3	7,514	138	499	1,065
North Hempstead	208	1.9	195	—	—	13
Hempstead	8,360	76.5	6,685	124	499	1,052
Oyster Bay	648	5.9	634	14	—	—
Rockville Centre	**1,915**	**17.5**	**1,050**	**19**	**45**	**801**
Suffolk County	899	8.2	810	36	16	37
Huntington	185	1.7	185	—	—	—
Babylon	257	2.4	233	13	—	11
Smithtown	123	1.1	123	—	—	—
Islip	214	2.0	175	23	16	—
Brookhaven	91	.8	65	—	—	26
Riverhead	29	.3	29	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	—	—	—	—	—	—
New York City	766	7.0	616	41	109	—
Bronx County	37	.3	37	—	—	—
Kings County	79	.7	68	11	—	—
New York County	43	.4	43	—	—	—
Queens County	582	5.3	443	30	109	—
Richmond County	25	.2	25	—	—	—
All Other Counties	52	.4	52	—	—	—
Bergen	13	.1	13	—	—	—
Westchester	39	.4	39	—	—	—

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To Stony Brook - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	10,149	100.0	8,711	91	135	1,212
Nassau County	274	2.7	232	—	—	42
North Hempstead	13	.1	13	—	—	—
Hempstead	88	.9	64	—	—	24
Oyster Bay	173	1.7	155	—	—	18
Suffolk County	9,611	94.7	8,322	29	101	1,159
Huntington	294	2.9	287	—	—	7
Babylon	201	2.0	193	—	—	8
Smithtown	715	7.0	702	—	—	13
Islip	578	5.7	543	—	—	35
Brookhaven	7,599	74.9	6,373	29	101	1,096
Riverhead	85	.8	85	—	—	—
Southold	37	.4	37	—	—	—
Shelter Island	9	.1	9	—	—	—
Southampton	87	.9	87	—	—	—
East Hampton	6	.1	6	—	—	—
Stony Brook	**2,383**	**23.5**	**1,401**	**15**	**28**	**939**
New York City	238	2.3	131	62	34	11
Bronx County	24	.2	24	—	—	—
Kings County	55	.5	13	20	22	—
New York County	52	.5	24	28	—	—
Queens County	107	1.1	70	14	12	11
Richmond County	—	—	—	—	—	—
All Other Counties	26	.3	26	—	—	—
Westchester	26	.3	26	—	—	—

Workers By Residence By Mode of Travel To Syosset-Woodbury - 1980

Residence	Total	% of Total	Mode: Auto	Rail	Bus & Subway	Other
Total Workers	24,607	100.0	23,268	186	87	1,066
Nassau County	14,211	57.8	13,216	27	39	929
North Hempstead	1,232	5.0	1,195	12	—	25
Hempstead	3,720	15.1	3,668	—	25	27
Oyster Bay	9,259	37.6	8,353	15	14	877
Syosset-Woodbury Area	**3,181**	**12.9**	**2,425**	**10**	**—**	**746**
Suffolk County	8,119	33.0	7,914	84	13	108
Huntington	2,966	12.1	2,857	55	—	54
Babylon	1,492	6.1	1,459	—	13	20
Smithtown	834	3.4	818	16	—	—
Islip	1,382	5.6	1,350	13	—	19
Brookhaven	1,430	5.8	1,415	—	—	15
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	15	.1	15	—	—	—
East Hampton	—	—	—	—	—	—
New York City	2,097	8.5	1,965	75	35	22
Bronx County	133	.5	122	—	—	11
Kings County	319	1.3	293	26	—	—
New York County	120	.5	102	—	7	11
Queens County	1,461	5.9	1,422	39	—	—
Richmond County	64	.3	26	10	28	—
All Other Counties	180	.7	173	—	—	7
Bergen	51	.2	51	—	—	—
Dutchess	14	.1	14	—	—	—
Putnam	14	.1	14	—	—	—
Rockland	13	.1	13	—	—	—
Westchester	88	.4	81	—	—	7

APPENDIX TABLE 3.3 (Cont'd.)

Workers By Residence By Mode of Travel To The Valley Stream Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	16,407	100.0	13,885	192	668	1,662
Nassau County	11,887	72.5	9,951	68	363	1,505
North Hempstead	340	2.1	340	—	—	—
Hempstead,	10,886	66.3	8,959	68	354	1,505
Oyster Bay	661	4.0	652	—	9	—
Valley Stream Area	**5,271**	**32.1**	**3,733**	**35**	**194**	**1,309**
Suffolk County	1,153	7.0	1,126	27	—	—
Huntington	159	1.0	159	—	—	—
Babylon	382	2.3	375	7	—	—
Smithtown	63	.4	63	—	—	—
Islip	311	1.9	298	13	—	—
Brookhaven	210	1.3	203	7	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	4	—	4	—	—	—
Southampton	9	.1	9	—	—	—
East Hampton	15	.1	15	—	—	—
New York City	3,286	20.0	2,727	97	305	157
Bronx County	81	.5	64	—	17	—
Kings County	334	2.0	311	23	—	—
New York County	142	.9	100	32	10	—
Queens County	2,682	16.3	2,205	42	278	157
Richmond County	47	.3	47	—	—	—
All Other Counties	81	.5	81	—	—	—
Bergen	13	.1	13	—	—	—
Rockland	35	.2	35	—	—	—
Westchester	33	.2	33	—	—	—

Workers By Residence By Mode of Travel To The Westbury Area - 1980

Residence	Total	% of Total	Mode			
			Auto	Rail	Bus & Subway	Other
Total Workers	21,378	100.0	19,607	99	527	1,145
Nassau County	15,368	71.9	13,885	22	380	1,081
North Hempstead	4,809	22.5	3,876	—	143	790
Hempstead	6,748	31.6	6,334	—	65	25
Oyster Bay	3,811	17.8	3,675	6	25	105
Westbury Area	**2,864**	**13.4**	**2,074**	**—**	**58**	**732**
Suffolk County	3,823	17.9	3,766	26	6	25
Huntington	912	4.3	901	5	6	—
Babylon	709	3.3	709	—	—	—
Smithtown	542	2.5	518	15	—	9
Islip	913	4.3	891	6	—	16
Brookhaven	747	3.5	747	—	—	—
Riverhead	—	—	—	—	—	—
Southold	—	—	—	—	—	—
Shelter Island	—	—	—	—	—	—
Southampton	—	—	—	—	—	—
East Hampton	—	—	—	—	—	—
New York City	2,060	9.6	1,829	51	141	39
Bronx County	198	.9	178	—	—	20
Kings County	295	1.4	225	—	70	—
New York County	192	.9	134	—	39	19
Queens County	1,375	6.4	1,292	51	32	—
Richmond County	—	—	—	—	—	—
All Other Counties	127	.6	127	—	—	—
Bergen	14	.1	14	—	—	—
Dutchess	19	.1	19	—	—	—
Rockland	16	.1	16	—	—	—
Westchester	78	.4	78	—	—	—

APPENDIX TABLE 3.4

Long Island Residents Age 16 And Over By Place of Work - 1970 and 1980

Place of Residence

Place of Work	1980 Nassau #	1980 Nassau %	1980 Suffolk #	1980 Suffolk %	1980 Nassau-Suffolk #	1980 Nassau-Suffolk %	1970 Nassau #	1970 Nassau %	1970 Suffolk #	1970 Suffolk %	1970 Nassau-Suffolk #	1970 Nassau-Suffolk %
Total Workers	615,611	100.00	523,577	100.00	1,139,188	100.00	555,059	100.00	379,642	100.00	934,701	100.00
Total Nassau-Suffolk	401,631	65.24	440,983	84.23	842,614	73.97	350,159	63.09	311,426	82.03	661,585	70.78
Nassau County	361,726	58.76	77,203	14.75	438,929	38.53	326,046	58.74	63,928	16.84	389,974	41.72
Suffolk County	39,905	6.48	363,780	69.48	403,685	35.44	24,113	4.34	247,498	65.19	271,611	29.06
Total New York City	203,073	32.99	75,938	14.50	279,011	24.49	195,357	35.20	63,756	16.79	259,113	27.72
Bronx County	5,710	0.93	3,319	0.63	9,029	0.79	6,811	1.23	2,780	0.73	9,591	1.03
Kings County	28,294	4.60	11,646	2.22	39,940	3.51	29,560	5.33	9,561	2.52	39,121	4.19
New York County	110,204	17.90	35,873	6.85	146,077	12.82	105,211	18.95	30,517	8.04	135,728	14.52
Queens County	58,282	9.47	24,140	4.61	82,422	7.24	53,356	9.61	20,769	5.47	74,125	7.93
Richmond County	583	0.09	960	0.18	1,543	0.14	419	0.08	129	0.03	548	0.06
Total Upstate New York	3,173	0.52	1,921	0.37	5,094	0.45	2,671	0.48	1,152	0.30	3,823	0.41
Westchester County	2,525	0.41	1,070	0.20	3,595	0.32	2,503	0.45	1,039	0.27	3,542	0.38
Putnam County	0	0.00	32	0.01	32	0.00	5	0.00	6	0.00	11	0.00
Dutchess County	61	0.01	29	0.01	90	0.01	32	0.00	25	0.01	57	0.01
Rockland County	233	0.04	131	0.03	364	0.03	89	0.02	51	0.01	140	0.02
Orange County	354	0.06	659	0.13	1,013	0.09	42	0.01	31	0.01	73	0.01
Total New Jersey	3,512	0.57	1,483	0.28	4,995	0.44	3,069	0.55	1,184	0.31	4,253	0.46
Bergen County	1,267	0.21	574	0.11	1,841	0.16	1,309	0.24	443	0.12	1,752	0.19
Passaic County	142	0.02	54	0.01	196	0.02	226	0.04	96	0.03	322	0.03
Somerset County	37	0.01	5	0.00	42	0.00	8	0.00	0	0.00	8	0.00
Union County	292	0.05	145	0.03	437	0.04	147	0.03	153	0.04	300	0.03
Morris County	103	0.02	15	0.00	118	0.01	86	0.02	34	0.01	120	0.01
Hudson County	872	0.14	365	0.07	1,237	0.11	740	0.13	170	0.04	910	0.10
Essex County	473	0.08	199	0.04	672	0.06	348	0.06	184	0.05	532	0.06
Monmouth County	119	0.02	36	0.01	155	0.01	17	0.00	27	0.00	44	0.00
Middlesex County	207	0.03	90	0.02	297	0.03	188	0.03	77	0.02	265	0.03
Total Connecticut	773	0.13	237	0.05	1,010	0.09	749	0.13	183	0.05	932	0.10
Worked Elsewhere	3,449	0.56	3,015	0.58	6,464	0.57	3,054	0.55	1,941	0.51	4,995	0.53

Source: N.Y. Metropolitan Transportation Council, based on the 1980 U.S. Census

Note: 8.1% of those Long Island workers did not report their place of work in 1980. These were allocated by NYMTC by the proportion reporting various worksites. A small percentage reported as NYC unspecified were allocated among the five NYC boroughs.
Totals for upstate New York, New Jersey and Connecticut are only for those areas considered suburbs of New York City.

APPENDIX TABLE 3.5

Persons Age 16 And Over Working on Long Island By Place of Residence - 1970 and 1980

Place of Work

Place of Work	1980						1970					
	Nassau		Suffolk		Nassau-Suffolk		Nassau		Suffolk		Nassau-Suffolk	
	#	%	#	%	#	%	#	%	#	%	#	%
Total Workers	498,896	100.00	412,548	100.00	911,444	100.00	454,421	100.00	283,815	100.00	738,236	100.00
Total Nassau-Suffolk	438,929	87.98	403,685	97.85	842,614	92.45	389,974	85.82	271,611	95.70	661,585	89.62
Nassau County	361,726	72.51	39,905	9.67	401,631	44.07	326,046	71.75	24,113	8.50	350,159	47.43
Suffolk County	77,203	15.47	363,780	88.18	440,983	48.38	63,928	14.07	247,498	87.20	311,426	42.19
Total New York City	56,102	11.25	7,948	1.93	64,050	7.03	60,646	13.35	10,830	3.82	71,476	9.68
Bronx County	1,885	0.38	729	0.18	2,614	0.29	2,731	0.60	932	0.33	3,663	0.50
Kings County	7,142	1.43	1,458	0.35	8,600	0.94	10,556	2.32	2,462	0.87	13,018	1.76
New York County	3,351	0.67	1,049	0.25	4,400	0.48	3,693	0.81	955	0.34	4,648	0.63
Queens County	43,325	8.68	4,639	1.12	47,964	5.26	43,370	9.54	6,320	2.23	49,690	6.73
Richmond County	399	0.08	73	0.02	472	0.05	296	0.07	161	0.06	457	0.06
Total Upstate New York	1,948	0.39	468	0.11	2,416	0.27	2,167	0.48	759	0.27	2,926	0.40
Dutchess County	78	0.02	16	0.00	94	0.01	39	0.01	28	0.01	67	0.01
Orange County	71	0.01	30	0.01	101	0.01	92	0.02	18	0.01	110	0.01
Putnam County	142	0.03	10	0.00	152	0.02	52	0.01	0	0.00	52	0.01
Rockland County	263	0.05	74	0.02	337	0.04	193	0.04	84	0.03	277	0.04
Westchester County	1,394	0.28	338	0.08	1,732	0.19	1,791	0.39	629	0.22	2,420	0.33
Total New Jersey	1,449	0.29	358	0.09	1,807	0.20	1,341	0.30	508	0.18	1,849	0.25
Bergen County	586	0.12	130	0.03	716	0.08	550	0.12	190	0.08	740	0.10
Essex County	176	0.04	33	0.01	209	0.02	117	0.03	42	0.07	159	0.02
Hudson County	152	0.03	40	0.01	192	0.02	120	0.03	107	0.01	227	0.03
Middlesex County	88	0.02	21	0.01	109	0.01	112	0.02	30	0.04	142	0.02
Monmouth County	173	0.03	38	0.01	211	0.02	148	0.03	26	0.01	174	0.02
Morris County	41	0.01	16	0.00	57	0.01	47	0.01	17	0.01	64	0.01
Passaic County	84	0.02	0	0.00	84	0.01	105	0.02	38	0.01	143	0.02
Somerset County	7	0.00	17	0.00	24	0.00	20	0.00	36	0.01	56	0.01
Union County	142	0.03	63	0.02	205	0.02	122	0.03	22	0.01	144	0.02
Total Connecticut	468	0.09	89	0.02	557	0.06	293	0.06	107	0.04	400	0.05

Source: New York Metropolitan Transportation Council, based on 1980 U.S. Census

Note: Totals for upstate New York, New Jersey and Connecticut are only for those areas considered suburbs of New York City